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Chicago Metropolitan Agency for Planning Transportation Committee Agenda Friday, March 5, 2010

Cook County Conference Room 233 S. Wacker Drive, Suite 800, Willis Tower Chicago, Illinois

1.0 Call to Order and Introductions

Chris Snyder, Committee Chair

9:30 AM

- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes January 6, 2010 ACTION REQUESTED: Approval

4.0 Transportation Improvement Program (TIP) (Leroy Kos)

TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and administrative modifications are attached. Revisions include line items that have been awarded, moved or deleted. IDOT has included proposed projects designated for Job for Main Street funding (aka ARRA 2) to be approved for inclusion in the TIP pending federal action on the Jobs for Main Street Act. The committee is asked to act on both the "regular" and "ARRA 2" TIP amendments. The Jobs for Main Street Act projects, if the Transportation Committee approves, will be made part of the TIP if Congress authorizes funds. ACTION REQUESTED: Approval of regular TIP revisions and approval of projects funded by the Jobs for Main Street Act pending Congressional action.

5.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)

The semi-annual RTP/TIP conformity analysis and TIP amendments was released for public comment and subjected to a 45 day public comment period which ended February 20, 2010. No comments were received. ACTION REQUESTED: Recommend MPO Policy Committee approval and CMAP Programming Coordinating Committee approval of the TIP/RTP Conformity Analysis and TIP amendments.

6.0 Designated Recipients

The MPO endorses the allocation of Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin, and designates recipients on an annual basis. The RTA Board has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin and approved the FY 10 allocations to the service boards. The apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake, IL/WI urbanized area are based on percentages. The sub-allocation between IN/IL is 4.280961% of the total amount will be sub-allocated to northwestern Indiana and 95.719039% will be sub-allocated to IL. The sub-allocation between WI/IL is 2.200891% of the total amount will be sub-allocated to southeastern Wisconsin and 97.799109% of the total amount will be sub-allocated to northeastern Illinois. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$99,582,680. The funds have been distributed as follows: \$56,595,441 to the CTA; \$27,875,367 to Metra; and \$15,111,872 to Pace.

ACTION REQUESTED: Recommend MPO Policy Committee and Programming Coordinating Committee approval of the funding splits with Indiana and Wisconsin and the designated recipients of the 5307/5340.

7.0 Jobs for Main Street Act (H.R. 2847)

IDOT has released a draft list of projects and are seeking comments from the MPO.

ACTION REQUESTED: Discussion

8.0 GO TO 2040

8.1 Update GO TO 2040 (Bob Dean)

Staff will provide an overall update on the schedule for preparation, review, and release of the draft plan ACTION REQUESTED: Information

8.2 Financial Plan Development (Matt Maloney)

The development of the transportation financial plan continues, and the document is nearly complete. Staff will update the committee on the financial plan, including adjustments made since the January meeting and implications for funding levels. ACTION REQUESTED: Discussion

8.3 Major Capital Projects (Don Kopec)

Staff has developed an initial proposal for fiscally constrained major capital projects, described in the attached memo. Committee comments and discussion will be sought. The next step involves public engagement during the second half of March and April, with a draft recommendation scheduled to be presented to the Transportation Committee in May ACTION REQUESTED: Information

9.0 RTA Update (Leanne Redden)

This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics. ACTION REQUESTED: Information

10.0 State Legislative Update

A "bills of interest" attachment is included. This list includes bills that CMAP is monitoring.

ACTION REQUESTED: Information and Discussion

11.0 Coordinating Committee Reports

The next Planning Committee meeting is scheduled for March 10, 2010. Topics addressed at the Planning Coordinating Committee's January meeting were included in item 7 on today's agenda. The next Programming Committee meeting is also scheduled for March 10, 2010.

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

13.0 Other Business

14.0 Next Meeting

The next meeting is scheduled for April 23, 2010 at 9:30 a.m.

15.0 Adjournment

Transportation Committee Members:

Charles Abraham	Fran Klaas	 Keith Sherman
Maria Choca Urban	Don Kopec	Peter Skosey
Michael Connelly	Jamy Lyne	Chris Snyder*
Rocky Donahue	Arlene J. Mulder	Steve Strains
John Donovan***	Randy Neufeld	Vonu Thakuriah
John Fortmann	Jason Osborn	Paula Trigg
Rupert Graham, Jr	Leanne Redden**	David Werner***
Jack Groner	Tom Rickert	Ken Yunker
Luann Hamilton	Mike Rogers	Tom Zapler
Robert Hann	 Joe Schofer	Rocco Zucchero

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*Chair	**Vice-Chair	***Non-voting



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Chicago Metropolitan Agency for Planning

Transportation Committee Minutes

DRAFT MINUTES

January 6, 2010

Cook County Conference Room 233 S. Wacker Drive, Suite 800, Willis Tower Chicago, Illinois

Members Present:

Chair Chris Snyder-DuPage County, Sid Weseman- RTA, Chuck Abraham-IDOT DPIT, John Beissel- Cook County, Maria Choca-Urban-CNT, Bruce Christensen-Lake County, John Donovan-FHWA, John Fortmann- IDOT District One, Jack Groner-Metra, Robert Haan-Private Providers, Luann Hamilton-CDOT, Don Kopec-CMAP, Arlene J. Mulder-Council of Mayors, Randy Neufeld-Bicycle and Pedestrian Task Force, Jason Osborn-McHenry County, Keith Sherman-IDOT OP&P, David Simmons-CTA, Peter Skosey-MPC, Mike Sullivan-Kendall County, Steve Strains-NIRPC, Sim Soot- UIC, Jan Ward-Kane County, David Werner-FTA, Tom Zapler-Class 1 Railroads, Rocco Zucchero-Illinois State Toll Highway Authority

Members Absent:

Rocky Donahue-Pace, Mike Rogers-IEPA, Ken Yunker-SEWRPC, Jamy Lyne-Will County

Others Present:

Kristen Bennett, Glen Campbell, Lenny Cannata, Lynette Ciavarella, Rob Cole, Chalen Daigle, Joe DiJohn, Chris DiPalma, Kama Dobbs, Bud Fleming, Pat Higgins, Tom Kelso, Marta Perales, Mark Pitstick, Brian Plum, Sara Lutz, Chad Riddle, Chris Staron, Vicky Smith, Emily Tapia, Mike Walczak, Tammy Wierciak

Staff:

Shana Alford, Patricia Berry, Clair Bozic, Janet Bright, Bob Dean, Teri Dixon, Doug Ferguson, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Dan Rice, Joy Schaad, Todd Schmidt, Gordon Smith, Ylda Capriccioso

1.0 Call to Order and Introductions

9:30 AM

Chris Snyder, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of the Minutes- November 20, 2009

Steve Strains motioned for the minutes to be approved, seconded by Don Kopec. All ayes, motion approved.

Regional Freight System Planning (Tom Murtha) 4.0

Tom Murtha presented information on progress of the regional freight system planning effort. Cambridge Systematics, a consulting firm, is completing the analysis and evaluation for the project. The CMAP Freight Committee is serving in an advisory role for the project. The original completion date was scheduled for January 2010 but the timeframe will be extended because further economic analysis is required. This may take approximately two more months. However, recommendations for the freight system will be finished in time for full inclusion in the GO TO 2040 regional plan.

Tom Murtha told the committee that there are data and reports estimating how the freight flow will change over the next thirty years. The main project themes include the economy, industry logistics, freight infrastructure, traffic flow, organization and public policy, and environmental and community impacts. Mr. Murtha referred the committee to a handout that highlighted the recommendations. Mr. Murtha emphasized that Chicago is still a key manufacturing center, therefore freight is still critical for the region despite the industry downturn and increased shipping efficiency. Additionally, as industry needs change, and more complex technology is used, there will be more demand for workforce development. Mr. Murtha pointed out that for each identified theme there is a policy recommendation. Finally he requested feedback on his presentation. More details on the regional freight system project can be found here:

http://www.cmap.illinois.gov/cmp/freightsystem.aspx

Luann Hamilton provided feedback by first stating that the trucking industry is not consolidated, which could present some barriers to industry involvement in freight planning. She then asked whether the trucking industry will play a role in financing projects or just help to prioritize them. Tom Murtha responded that financing needs will need to be worked out within the industry. Currently, clearance is the biggest issue faced by the industry and if clearance is addressed then this may mean savings. Additionally, if freight vehicle miles traveled are reduced, this could also mean cost savings for the industry. Mr. Murtha stated that the plan is still conceptual and how the plan will be implemented is in discussion.

Maria Choca Urban asked if the market demand assessment for freight infrastructure space had been completed. Tom Murtha responded that an assessment had not been completed yet but he was aware that CNT has been doing some work on this issue. Mr. Murtha also stated that examples of how to implement these types of studies will need to be developed.

Jason Osborn asked if there are opportunities to leverage partnerships from this planning process, especially with existing government agencies. Tom Murtha responded that Metropolis 2020 is working on how to protect the public interest in regard to partnerships. However, operational issues in this process will be handled by an operations focused group housed at CMAP.

Arlene Mulder stated that her focus is on environmental and community impacts since environment and health are big issues. She expressed concern that environmental and community concerns are ranked last, and have minimal high priority. Mayor Mulder emphasized that the environment is very important and referred to the Swift Rail Act which passed in 1994. This Act addressed the issue of trains sounding their whistles, which was considered a public disturbance and therefore a matter of public health. However, this public disturbance was countered with the risk of increasing deadly accidents if train whistles were not sounded. The legislation resulted in designating quiet zones in some communities. Mayor Mulder pointed out that the recommendation on economic community impacts listed as #20 shows it as a low priority, which ignores issues that CATS spent a lot of years working on with the federal government. Mayor Mulder requested that this issue be reevaluated.

Peter Skosey inquired whether the study looked at VMT tax on trucks or a truck tolling system, which exists in Germany. Tom Murtha stated that the study did not look at these things but this could be part of future analysis.

Rocco Zucchero asked if there is an opportunity to encourage utilization for transport facilities during off-peak hours, when there is less traffic. Also, Mr. Zucchero mentioned that he knows communities have previously resisted this type of effort. Tom Murtha stated that this issue needs to be addressed from an operational point of view. Also, managing truck deliveries should be regionally focused and that delivery destinations should be designed to minimize impact on neighbors. Overall, it is important that freight planning is comprehensive.

Mr. Murtha told the committee that the next freight committee meeting will be on February 18, 2010.

5.0 Regional Transportation Operations Coalition (Todd Schmidt)

Todd Schmidt presented the work plan guiding the regional transportation operations coalition. Mr. Schmidt described operations as day to day management of the

transportation system, in contrast to planning which is considered a longer range analysis and evaluation process. He highlighted a graphic used by the FHWA to describe linkage opportunities between operations management and planning and investment decision making. The main idea behind the coalition is to create an open forum for innovative solutions, to foster partnerships, and to act as a unified voice for operations needs. Mr. Schmidt also mentioned the pre-season construction coordination meeting that met for the first time in 2009. This meeting helped participants to learn what other organizations are doing. There will be another meeting later in 2010.

Staff proposes that the ATTF (Advanced Technology Task Force), Freight Committee, Bike/Pedestrian Committee and the Council of Mayor act together under this coalition. The work program includes a regional data archive, traffic signal improvement and prioritization, freight management, and cooperative funding. The goals of the coalition are to foster collaboration, identify overlapping needs for operations improvements and reduce barriers to operations. The forum will benefit discussion on data needs, guide improvements to operation of the transport system, and promote best practices for operations.

There are resources, staff, agencies, and federal assistance available for this task, but funding is still an issue. Additionally, this coalition will be a new role for the MPO of Chicago. It is important that there is a plan of action that will receive buy-in from the entire region. The proposed schedule for staff to present information about the coalition to CMAP committees is from January through March 2010. April 2010 is the targeted timeframe for implementation of the coalition structure.

Finally, Mr. Schmidt talked about the major sources of congestion which were dominated by bottlenecks and traffic incidents, but some other contributors are bad weather and work zones. Mr. Schmidt emphasized that more enhanced operations could help resolve these issues.

Chris DiPalma complimented Mr. Schmidt's presentation as an innovative proposal for the region. He also stated that this coalition represents a significant shift in the way planning and operations are currently being done.

Luann Hamilton asked how emergency responders in the region would be brought into this plan. She wanted to know the outreach method for recruiting members and whether federal funds are available for this type of activity. Chris DiPalma responded to the topic of federal fund availability. He stated that there is potential for a second ARRA stimulus package. However, the next stimulus would demand that projects are implemented within 90 days. Unfortunately, very few projects can be done in that timeframe. Therefore, the opportunities lie in operational improvements that don't require new ROW (right-of-way). ITS technology is an example of improved operations. Congress is going

to look to MPOs to come up with operational improvements that can be funded; this will put the coalition in a prime position.

Tom Murtha responded that membership must be developed but this likely won't include emergency responders. This coalition requires a time commitment that many emergency responders cannot make. Also, Mr. Murtha added that part of the emphasis of the coalition is having improvements available which put a direct focus on operations. The work will come through existing budgets of partner agencies. The question is whether operations can be managed better and work can be coordinated.

Jack Groner asked how CMAP will incorporate others who are not part of CMAP committees. Tom Murtha responded that some non-committee persons already participate in other forums like the ATTF group. Many personnel working on highway issues are involved, although there is not much involvement by transit thus far. This coalition will be filling an existing gap for engagement.

Chris Snyder explained that the ATTF took the place of a previous group that used to be focused on management and operations. He wanted to know if the new coalition will replace ATTF or will it broaden the scope of ATTF. Tom Murtha stated that the intention is for ATTF to continue to focus on technology. The new operations coalition will broaden the overall discussion about transportation but with a focus on operations. Also the new coalition will most likely meet less often.

Rocco Zucchero mentioned that there are low cost opportunities to maximize existing resources. He emphasized that using technology to communicate is important but asked if any cost-benefit analysis had been completed. He also asked if there was a comparison of cost-effective operations investments compared to other types of investments. Chris DiPalma shared that there are studies on specific improvements. There is a need to bring all of the research together in order to create a concrete focus on the region and try to measure how much impact certain investments will have. The research has to be brought down from an academic level to a more concrete level.

Tom Murtha asked for a recommendation from the committee to establish the regional transportation operations coalition. Rocco Zucchero motioned for an approval and Bruce Christensen seconded this motion. All ayes, motion approved.

6.0 Transportation Improvement Program (Leroy Kos)

Leroy Kos referred the committee to the state/regional resources table (Table 3-1) that was part of the committee packet. The table was recently updated to include the RTA Board approved capital program marks for 2010-2014. Also, Mr. Kos stated that the TIP amendment and modification reports were released for a seven day period for public review. He requested acceptance of the updated table and approval of the TIP revisions.

Acceptance of the updated table and approval of the TIP revisions was moved by Sid Weseman seconded by Luann Hamilton. All ayes, motion approved.

7.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)

Leroy Kos informed the committee that the semi-annual TIP/RTP conformity analysis and TIP amendments were ready for release to the public for a forty-five day comment period ending on February 20, 2010. Mr. Kos requested a motion to release the amendments and conformity analysis to public. Release of the amendment and conformity analysis for public comment was moved by Mayor Mulder and seconded by Don Kopec. All ayes, motion approved.

8.0 CMAQ Rescission and Active Program Management (Holly Ostdick)

Holly Ostdick addressed several issues related to the CMAQ rescission. First, Ms. Ostdick highlighted a word change in the previous rescission memo dated November 19, 2009. On the first page, in the first sentence of the second paragraph, the word "arbitrarily" was changed to "prematurely". Also, she told the committee that the CMAQ Project Selection Committee had addressed the question of whether or not all phases of a project would move together from the CMAQ A-list back into the TIP and had agreed to keep this wording in the memo as it is and handle each project on a case by case basis. Some projects move more swiftly than others, so in some cases it will be appropriate to bring only a single phase into the TIP.

Ms. Ostdick also told the committee that the list of projects affected by the recession is still changing and will be finalized prior to the January meeting of the MPO Policy Committee. Thus far eighteen projects have been moved off of the CMAQ A-list and these projects totaled \$40.7 million. There are still 131 projects on the list totaling \$201.3 million. An email will be sent to all project sponsors to let them know if their projects were moved to the A list and instructions will be provided on how to have projects taken off of the list and moved into the TIP. As previously discussed, the desired result of this facet of active program management is timely realization of the benefits of the programmed CMAQ projects.

9.0 Preferred Scenario (Bob Dean)

Bob Dean stated that the action he was requesting was a recommendation to the MPO Policy Committee to endorse the current draft of the preferred regional scenario. Mr. Dean stressed that an endorsement was needed first and then staff will delve into further detail on developing policies and recommendations for *GO TO 2040*. Since the release of the draft document in November 2009, staff added new graphics on pages # 7 and #12. In the near future, a H&T (housing and transportation) index will be added. Analysis of the economic impact of jobs and wages will also be completed. CMAP staff continues to wordsmith the draft, but is not changing the substance of the content. Mr. Dean asked for any feedback from the committee.

Chris Snyder inquired if the document being presented was the same document that has been shared with other committees. Bob Dean answered that the current version hasn't been sent to other committees yet, but the newer version responds to previous comments.

Mayor Mulder asked for clarification on the difference between the reference and the preferred scenarios. She stated that there seemed to be minor differences based on results in the memo. Mr. Dean explained that the reference scenario is the baseline scenario that considers current conditions. The preferred scenario combines all of the most positive aspects of each of the three theme based scenarios (innovation, preservation, and reinvestment). Mr. Dean stated that the differences in impact will depend on which scenarios are being compared.

Sidney Weseman complimented staff on their hard work and the results completed thus far. He said that the results of this work will serve as a tool for guidance.

A recommendation for endorsement of the preferred Regional Scenario document to the Policy Committee and CMAP Board was motioned by Jack Groner, seconded by Peter Skosey. All ayes, motion carried.

9.2 Financial Plan (Matt Maloney)

Matt Maloney spoke about the memo on reasonably expected revenues. He described these revenues as above and beyond the core revenues. The total amount of core revenue projected by the CMAP analysis totals \$350 billion. The reasonably expected revenue could total approximately 10% of the total or an additional \$35 billion and is badly needed to maintain the system. CMAP believes it is important to advocate for new sources to bring the region's system toward good repair, and to enhance and expand the system. Since staff cannot predict which revenue sources will materialize, the emphasis is on considering the revenues as a whole.

The major item of consideration is an increase in the state motor fuel tax. There is the historical precedent that motor fuel tax may increase; however, a motor tax fuel increase hasn't happened since the 1990's. The forecast for an increase in MFT also includes indexing the tax to inflation. Another item of consideration is congestion pricing which has gathered a considerable amount of discussion and coordination among CMAP, RTA, the Tollway and MPC. CMAP, in coordination with others, submitted an application to the USDOT for congestion pricing along the I-90. Most recently, the Tollway, Wilbur Smith, and MPC are in the final stages of their study. Revenue estimates are conservative ranging from 2% to over 20% of expressway lane miles being priced for congestion.

Public private partnerships are not included in reasonably expected revenue but they are supported as an innovative financing tool. However, partnerships need to be tied to specific capital projects. Other revenue sources could be variable parking pricing, revenues from climate change legislation, and value capture. Like public private

partnerships, value capture should be linked to specific projects. Finally, if there is a shift in the current 55/45 split to 50/50, this could also leverage more funding in the region.

Chris Snyder asked if the motor fuel tax increase includes an 8 cents increase and then an inflationary increase. Matt Maloney responded that this was correct and indexing would be assumed to occur annually following an increase in the per gallon tax from 19 to 27 cents. Peter Skosey inquired if the VMT tax was considered in the short term. Mr. Maloney stated that the VMT tax needs more study and investigation before full consideration. Keith Sherman wanted more specifics on how much revenue would be created by shifting the fund allocation split from 55/45 to 50/50. Mr. Maloney stated that over a thirty year period this shift could create up to \$8 billion for the region.

John Fortmann inquired how realistic the estimated split has to be in the plan since part of the reason for the current split is because the region gets transit dollars. Mr. Fortmann raised the question of whether or not a shift in the funding split that would give more revenue to the region was realistic. John Donovan responded that the split is not realistically expected to change. Matt Maloney emphasized that staff is identifying but not selecting recommendations.

Mayor Mulder was concerned that the current calculation is done by using linear miles vs. lane miles. If the calculation for the funding split for rest of state and the region was done by lane miles then this could shift to a 60/40 split. Keith Sherman stated that the lane miles calculation wouldn't make a huge difference, not enough to create a significant shift in funding. Randy Neufield added that it would be good for CMAP staff to tell more about what the criteria might look like to change the revenue split rather than just replacing it with arbitrary numbers for analysis.

Jason Osborn stated that if we were to encourage an 8 cent per gallon tax increase, this revenue would be subject to state influence. He encouraged the region to find an alternative that could be more locally controlled, like sales tax; this funding would go directly to the County. He stressed the importance of local control of funds. Mayor Mulder stated that there are communities that levy additional taxes. Sidney Weseman asked for commentary from John Donovan on the point of view of the FHWA. John Donovan stated that he will not endorse the reasonably expected revenues at this point but he strongly felt that all of the measures merit robust public discussion.

Chris Snyder asked if there was emphasis on VMT reduction at the federal level. John Donovan stated that changes to the gas tax or VMT are going to have primary input from the federal government. The policy changes for either one will have more significant impact.

Matt Maloney stated that there will be an appendix for further analysis of these policies in the *GO TO 2040* regional plan. Chris Snyder also asked if the 27 cent gas tax could be

increased or fall below the identified threshold, even if tied to inflation. Mr. Maloney stated that significant swings are less likely because forecasts for gas tax include inflation based on historical trends, which are considered reasonable over the long run.

Bob Dean moved on to discuss the housing and transportation calculations and stated that private expenditures are projected at \$1.7 trillion over the next thirty years, which shows how much people spend on transportation and housing. Then Mr. Dean referred to the memo on the financial plan and fiscal constraint. It is anticipated that core and reasonably expected revenue will yield \$385 billion over thirty years. This total includes the revenue assumptions for gas tax, congestion, parking, cap and trade, but not public-private partnerships or revenue linked to a shift in the 55/45 split. The financial estimates represent the year of expenditure dollars.

There has been an update to transit and maintenance costs based on more recent RTA information. It is anticipated that total maintenance and operations costs for a safe and adequate system will amount to \$359 billion over thirty years.

John Donovan asked if construction cost increases were considered. Mr. Dean stated that it is assumed that construction costs would increase in the future, which is tied to the rate of inflation. Rocco Zucchero wanted to better understand why 70% was selected as the acceptable amount of roads deemed safe and adequate, which would imply that 30% of roads are less than adequate. Joy Schaad explained that it was originally assumed that 90% of the roadways would be kept in good and safe condition but then this assumption was reduced to 70% for more conservative estimates. The remaining 30% of roads would be considered in fair, not necessarily poor condition.

Jason Osborn inquired about the difference between 90% and 70% in terms of costs for roadways. Ms. Schaad stated that the difference in costs would be \$125 billion compared to \$96 billion (without inflation), a difference of \$35 billion. Rocco Zucchero expressed concern that there will be additional maintenance and operations costs for the 30% of roads that are not adequate, which affects users and could increase traffic delays.

Bob Dean expressed that there is a need to apply creative ideas and concepts like those mentioned by Mr. Zucchero to create better analysis and graphics for maintenance. He stated that CMAP staff is happy to work with more implementers. Randy Neufield wanted to know if CMAP would be better off to include public private partnerships in the financial estimates. Mr. Dean responded that major capital projects need to be tied to partnerships because partnerships are considered innovative financing that would reduce public costs.

Peter Skosey mentioned that it seems that revenue and expenditures are driven and guided by the preferred scenario but wanted to know if people understand that the preferred scenario will lead to safe and adequate roads for only 70% of roadways. If

people want more return on investment then we could reinvest those funds differently to see if there would be a higher return. Mr. Dean explained that costs and revenues provided are only baseline estimates which don't respond to policies or transit improvements. \$359 billion of operations and maintenance costs keep what the region has but doesn't push the system toward the preferred scenario.

Randy Neufield inquired again if it would help to include public private partnerships but Mr. Dean stated he wasn't sure how to apply partnerships to this cost model however he acknowledged that strategic improvements would be less costly with partnerships.

Sidney Weseman requested the dollar amount tied to the local revenue contribution to roadway operation and maintenance costs. Matt Maloney stated that local revenue contributions would likely come from general funds, sales tax, and property tax and could total up to \$70 billion, which is a much bigger revenue contribution than previous plans. Joy Schaad added that the total share for the local road component was \$9.957 billion and \$3.5 billion was for resurfacing and \$9.9 billion was for reconstruction (estimates do not include inflation). Ms. Schaad stated that further analysis is pending.

Bob Dean reiterated that the financial estimates for the *GO TO 2040* regional plan are higher than prior plans. However, these estimates are in line with comparisons to other large metropolitan regions. The three major reasons why these financial estimates are higher is first because inflation was included, which is a new federal requirement. Secondly, financial estimates used the year of expenditure dollars. Thirdly, local roads were included as part of the road system. Mr. Dean gave the example that the 2020 RTP totaled \$86 billion. However, if that same plan was written today it would cost \$150 billion because of inflation. The actual breakdown uses the same pot of resources. Los Angeles completed a regional plan that totaled \$500 billion and even though they are a larger region, our numbers make sense in comparison.

Chris Snyder explained that he struggled with the magnitude of difference between financial estimates and wanted to know why revenues in 2020 were so much less than the 2040 plan. Mr. Dean explained that inflation and local own source revenues are a big part of the difference.

Keith Sherman asked about the overall rate of inflation and which index was used. Mr. Dean responded that 3% was the rate of inflation and the consumer price index was used. Matt Maloney stressed that some revenue sources will grow faster than others.

Mr. Dean stated that after comparing revenues and costs, \$26 billion would remain for other kinds of improvements. The goal would be to address the backlog through three types of work activity categories. The first category of projects would be aggressive maintenance; the second category would be systematic or strategic improvements such as sidewalks; the third category would include adding capacity and new service. There are

fifty final capital projects being separately evaluated. Mr. Dean expressed that he was interested to find first reactions and get direction from the committee on the first proposal of how the \$26 billion could be spent. Mr. Dean emphasized that \$26 billion is not sufficient to meet the needs of any of the categories and additional efficiencies will be important.

Peter Skosey wanted to know how the remaining amount of \$26 billion would support new projects. Mr. Dean stated that there may not be a lot of funds for new projects. However, many of the projects are performing rehabilitation or reconstruction, and some projects will be incremental improvements. Sidney Weseman reiterated that clearly \$26 billion is not enough for major change especially considering transit. He further explained that trends seem to show that major capital costs generally run three times greater than enhancement costs. Bob Dean answered that this trend may not be the same for highways as compared to transit. Sidney Weseman concluded that it will be important to assume discretionary costs in the forecast for federal funds.

Peter Skosey inquired if the \$359 billion expenditure estimates would go to the county level or municipal streets. Mr. Dean responded that expenditure estimates include municipal streets. Peter Skosey also wanted to know if the same assumptions were made for maintenance of municipal and local streets. Joy Schaad explained that different assumptions were made for each level. The assumptions for local roads are that they will be resurfaced every twenty years and reconstructed every nine years. For expressways resurfacing would happen after fifteen years and every seven years thereafter. Reconstruction will happen after nine years for expressways. Peter Skosey stated that it seemed that one road could see three improvements from reconstruction to resurfacing and that this schedule seemed too tight. Ms. Schaad agreed that the schedule could be revisited and the assumptions could be an overstatement. She took the opportunity to announce that she would like to create a specific group to review these assumptions.

Bob Dean reiterated that staff compared local revenue and costs to make sure that local street costs were not taking away too much federal funding. Local costs and revenue were comparable and fiscally constrained.

Chris Snyder revisited the discussion on the assumption that 70% of the roads will be safe and adequate. He stressed the importance of how to talk about this assumption because we wouldn't want to imply or document that it is acceptable that 30% of roads are bad. Keith Sherman added that it depends on how the terms are defined for what is deemed adequate or good. The selection of roads for improvements may also play a role in determining roadway conditions.

Sim Soot stated that in comparison to the Chicagoland region (\$360 billion), the Los Angeles region (\$500 billion) is not much larger in terms of revenue. He was surprised that the financial impact was not higher. Since the housing market is more expensive in

Los Angeles the region can afford to spend more on transportation. Matt Maloney said that Los Angeles included innovative financing which is why their revenues are higher.

Chris Snyder asked if we need a fourth category for the state of good repair which might include activities like intersection improvements and widening. Bob Dean emphasized that there is a fine line between categories of a state of good repair compared to strategic improvements. Bob Dean explained that he was not asking for approval or consensus but in the March meeting this material will be revisited. Staff continues work on fiscal constraint and reasonable levels for funding estimates.

9.3 Major Capital Projects (Ross Patronsky)

Ross Patronsky provided an update on the major capital projects which were included in the packet. There are a total of fifty-two projects that have been evaluated and eight additional projects that have not been evaluated. There are fifteen projects there were on the initial list but are no longer being considered or have been superseded by related projects. The project evaluations are based on information received from implementing agencies. Each project has an individual write-up which includes quantitative results, qualitative results, and a map of the project showing zones of sensitive lands and infill opportunities affected by the project. The measures included in the write-ups and the summary table of capital projects were adopted last summer. Instead of reporting hours of congestion which depends on the size of a facility, before and after volumes on the facility are reported. The individual write-ups show actual outcomes for each measure. To make it easier to read, the summary table shows the difference between a measure's outcome and the baseline value. Results from modeling with values that are very close to the baseline values are grayed out to show their negligible impacts.

The next step is to identify a set of projects that support the preferred scenario. The set will include fiscally constrained projects. Projects with beneficial results that will require additional funding or future analysis will be included in a list of unconstrained projects. Projects that are beyond the plan horizon, or need extensive analysis will be included in a list for future corridors. There aren't adequate funds to put all projects in the plan but a plan update can be considered if conditions change. Staff will identify these projects and meet with stakeholders again. The staff recommendations will be modified based on those meetings. At the March Transportation Committee meeting a recommendation will be released for public review; adoption of a final set of major capital projects will be sought at the June CMAP Board and Policy Committee meetings. A formal public comment period will be held before October 2010.

Jason Osborn inquired which agencies proposed the fifty two projects and stated that it was important for implementer agencies that sponsored projects to be made transparent in the final document. Ross Patronsky responded that the vast majority of recommendations were developed as part of the previous 2030 RTP plan and that it would be possible to identify sponsors who supported proposals.

10.0 Regional Highway Ride Quality (Dan Rice)

Dan Rice provided a brief summary of the report Highway Ride Quality in the Chicago Region. "Acceptable ride quality" is a performance measure defined by the Federal Highway Administration (FHWA) that is based on the International Roughness Index (IRI). State DOTs provide the IRI data to FHWA, who in turn use the data to provide a national perspective on roadway conditions for the biennial Conditions and Performance (C&P) report to Congress. Data sources for the CMAP report included IRI data from 2003 HPMS and 2006 IRIS files, and national ride quality averages from the FY 2006 C&P report were also referenced. Comparison of IRI data over the time period 2003 to 2006, indicated a slight regional improvement in "acceptable ride quality" for Interstate & Urban Expressways (functional classes 10 & 20), and a slight regional deterioration in "acceptable ride quality" for principal arterials (functional class 30). Comparison of regional conditions versus state-wide and national ride quality conditions indicated that expressway conditions in the Chicago region were below statewide condition averages, and slightly above national condition averages; while regional principal arterial conditions were below both statewide and national condition averages. Staff plans to use updated IRI data to continue to monitor the condition and performance of expressways and principal arterials in the Chicago region. The data from this report is intended to provide a baseline for future review, and to provide comparison to national conditions and trends. The full report is available at http://www.cmap.illinois.gov/cmp/measurement.aspx .

11.0

12.0 RTA Update (Sid Weseman)

Mr. Weseman updated the committee on recent RTA budget activities. The budget was adopted and incorporates an agreement between the Governor and transit agencies. The agreement will hold transit fares constant for two more years. RTA will issue \$160 million in long term debt and the state will provide two years of debt service. The CTA will transfer federal capital funds into preventative maintenance. This approved budget provides for stable fares but doesn't provide for stable levels of service. Therefore, service reductions will be implemented this year. Overall, sales tax revenue declined by 5% this past fiscal year. However, adjusting for all differences raises the rate of decline in revenue to 10%. The RTA forecasts a rebound in the economy by 2012 but in the meantime the RTA budget is impacted by state difficulties and current financial policies have been suspended.

13.0 State Legislative Update (Ylda Capriccioso)

Ylda Capriccioso spoke specifically about the re-introduction of the regional comprehensive planning fund to state legislation. There is a new fact sheet with details on the status of the regional planning fund. CMAP's main priority for the upcoming general assembly will be to track this fund along with other legislation on issues like water, natural resources, and land. Ms. Capriccioso requested that the committee keep these legislative issues and efforts on their radar. Peter Skosey asked what strategy CMAP would be using

to gain sponsorship for the bill on the regional comprehensive fund. Ms. Capriccioso explained that the strategy being used is to gain funding through budget appropriation.

14.0 Coordinating Committee Reports

Chris Snyder reminded the committee that the next programming coordinating committee meeting is scheduled for Wednesday January 13, 2010.

15.0 Public Comment

There was no public comment.

16.0 Other Business

Peter Skosey informed the committee that MPC recently sponsored legislation to authorize public private partnerships for the transportation act. He encouraged members to review Senate Bill 108 for more detail since it is a similar bill.

17.0 Next Meeting

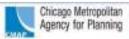
March 5, 2010

18.0 Adjournment

Meeting adjourned at 11:46 a.m.

Transportation Committee Members

	Charles Abraham	Jamy Lyne	David Simmons
	Rocky Donahue	Jan Metzger	Peter Skosey
	John Donovan***	Arlene J. Mulder	Chris Snyder*
	John Fortmann	Randy Neufeld	Steve Strains
·	Rupert Graham, Jr	Jason Osborn	Vonu Thakuriah
	Jack Groner	Leanne Redden**	Paula Trigg
	Luann Hamilton	Tom Rickert	David Werner***
·	Robert Hann	Mike Rogers	Ken Yunker
	Fran Klaas	Joe Schofer	Tom Zapler
·	Don Kopec	Keith Sherman	Rocco Zucchero
:	*Chair	**Vice-Chair	***Non-voting



Non-Exempt Amendment Pre-Revision Post-Revision Change in Action Project: Federal Funds Percentage Change Federal Funds Federal Funds (000) (000)(000)07-10-0003 CMAP \$408 New Non-Exempt Lincoln Highway FROM Chicago Rd State St Completion Year: 2010 PEDESTRIAN FACILITY **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CMAQ CONSTRUCTION CMAQ A 510 408 **Pre-Revision** Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000)08-10-0003 CMAP New Non-Exempt \$440 Glen Ellyn Rd FROM Army Trail Rd (DUPAGE) TO Armitage Ave (DUPAGE) Completion Year: 2011 **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ENGINEERING-II CMAQ A CMAO 40 32 CMAO CONSTRUCTION CMAO A 510 408 **Pre-Revision** Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000) \$484 08-10-0004 CMAP New Non-Exempt Geneva Rd FROM President St (DUPAGE) TO Swift Rd (DUPAGE) Completion Year: 2011 **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ENGINEERING-II CMAO A CMAO 40 32 CMAQ CONSTRUCTION CMAQ A 565 452 **Pre-Revision** Post-Revision Change in Action Percentage Change Project: **Federal Funds Federal Funds** Federal Funds (000)(000) 09-08-0006 CMAP \$1412 New Non-Exempt RANDALL RD/ HUNTLEY RD FROM CORPORATE BLVD/ SQUARE BARN RD (KANE) TO HUNTLEY RD/ SLEEPY HOLLOW RD (KANE) Completion Year: 2011 **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **Financial Data After Revision Fund Source Project Phase Total Cost** Federal Cost Segment CMAO ENGINEERING-II 10 130 104 awarded CMAO CONSTRUCTION 11 1488 1190 CMAQ ENGINEERING 148 E3 11 118 **Pre-Revision Post-Revision** Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000) 09-10-0004 CMAP New Non-Exempt \$112 IL 64 North Ave FROM Tyler Rd (KANE/St. Charles) TO 7th ave (KANE/St. Charles) Completion Year: 2011 **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CMAO ENGINEERING-II CMAQ A 16 13 CMAQ CONSTRUCTION CMAQ A 119 99 Post-Revision **Pre-Revision** Change in Federal Funds (000) Project: Action Federal Funds Federal Funds Percentage Change (000) (000) 09-10-0005 CMAP New Non-Exempt \$1737 Dunham/Kirk Rd FROM Stearns Rd (KANE/Wayne) TO IL 56 Butterfield Rd (KANE/Wayne) Completion Year: 2011 **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost** Segment FNGINFFRING-II CMAO CMAO A 144 120 CMAQ CONSTRUCTION CMAQ A 1940 1617 Pre-Revision Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000)(000)(000)09-10-0006 CMAP New Non-Exempt \$1076 Farnsworth Ave FROM Molitor/Diehl Rd (KANE/Aurora) TO E. New York St (KANE/Aurora) Completion Year: 2011 SIGNALS - INTERCONNECTS AND TIMING **Project Work Types After Revision:**

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roject Work Types After Revisio	BRIDGE/STRUCT HIGHWAY/ROAD									
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99-96-0019 Kane/Kendall Counc FAU 2287 RED GATE RD EXTENSION	,		490) TO IL 25 S/O		\$3290 FRAIL RD (KA		2800 rles) OVER F		571.43%	
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Project:	Actio		re-Revision ederal Funds		Post-Revisi Federal Fur		hange in ederal Fun	ds	Percentag	e Change
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	CMAQ		TRUCTION		11	460		68		
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inancial Data After Revision	Fund Source		NEERING-II ect Phase		10 FFY	7/5 Total Co		.38 F ederal C o	st	Segment
	ILL STP-L		TRUCTION		11 10	233 275	0	.38		
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	STP-L		ACQUISITION		10	1500		'50		ROADWAY
Revision	CMAQ	•	TRUCTION		11	460	7	168		-
inancial Data Before	Fund Source		ct Phase		FFY	Total Co	st F	ederal Co	st	Segment
		DAD - ADD LANES DAD - RECONST V		IN USE	OR WIDTH	OF LANE				
roject Work Types After Revisio	n: HIGHWAY/RO	DAD - INTERSECT	TON IMPROVEN		OV MIDILI	J. LAINE				
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ompletion Year After Revision: roject Work Types Before Revisi		DAD - INTERSECT	ION IMPROVE	MENT						
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CH 83 ORCHARD RD FROM S OF JER					¥ 1200		4 201Z		200.01 /0	
09-95-0011 Kane County Division	of Transportation	Cost Threshold	(000) \$1256		(000) \$4268		\$ 3012		239.81%	
Project:		Action	Federal Fu		Federal		Federal F		Percenta	ge Change
			Pre-Revis	ion	Post-Re	evision	Change in	n		
	ILL	CONSTR	RUCTION		11 2	238	0		TA	RP
	GEN-OP		CQUISITION			200	0			D.D.
	STP-L		RUCTION			20036	2560			INCLUDED
	HPP		RUCTION			9500	7600		E3	INCLUDED
manciai vata Aitei Kevision	GEN-OP	_	ERING-II			2950	0	an CUST	56	Aurent
Financial Data After Revision	GEN-OP Fund Source	ENGINE Project	ERING-II • Phase			2950 Total Cost	0 Fede	eral Cost	6-	gment
	ILL		RUCTION			238	0		TA	RP
	GEN-OP		QUISITION			200	0			
	STP-L		RUCTION			20036	2560			INCLUDED
Revision	HPP	_	RUCTION			9500	7600	5000		INCLUDED
Financial Data Before	Fund Source	Project	Phase		FFY 1	Total Cost	Fede	eral Cost	Se	gment
Project Work Types After Revisio		CTURE - NEW AD - NEW ROAD								
-	HIGHWAY/ROA	AD - NEW ROAD								
Completion Year After Revision: Project Work Types Before Revisi		CTURE - NEW								
Completion Year Before Revision Completion Year After Revision:										
AU 2330 ANDERSON RD FROM OVE	•	ourn) BETWEEN II		INGER F			•			
09-00-0035 Kane County Division	of Transportation	Cost Threshold	\$7600		\$10160		\$ 2560		33.68%	
Project:		Action	Federal Fu (000)	unds	Federal (000)	Funds	Federal F (000)	unds	Percenta	ge Change
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		INCEKTING-I			U					

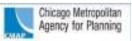
(000)09-96-0019 Kane/Kendall Council of Mayors Cost Threshold \$490 \$3290 \$ 2800 571.43% FAU 2287 RED GATE RD EXTENSION FROM IL 31 AT RED GATE RD (KANE/St. Charles) TO IL 25 S/O ARMY TRAIL RD (KANE/St. Charles) OVER FOX RIVER Completion Year Before Revision: 2011 Completion Year After Revision: 2011 **Project Work Types Before Revision:** BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD **Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD **Financial Data Before Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment Revision ENGINEERING GEN-OP 11 2500 0 CONSTRUCTION ILLINOIS TOMORROW ILL 11 6000 0 TCSP CONSTRUCTION 613 490 11 STP-L CONSTRUCTION MYB 18387 2800 **Financial Data After Revision Fund Source Project Phase FFY Total Cost Federal Cost** Segment STP-L CONSTRUCTION 18387 2800 12 GEN-OP ENGINEERING 11 2500 0 ILL CONSTRUCTION 11 6000 0 ILLINOIS TOMORROW TCSP CONSTRUCTION 613 490 11 Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds Percentage Change (000) (000) (000) 10-94-0007 IDOT District 1 Division of Highways Cost Threshold \$20666 \$25833 \$ 5167 25% US 45 LAKE AVE FROM 1)ROLLINS RD TO WASHINGTON ST (LAKE) TO IL 120 2)WASHINGTON ST TO N OF ILL 120 (LAKE) PHASE 1 STUDY IL 132 TO IL 176. Completion Year Before Revision: 2015 **Completion Year After Revision: Project Work Types Before** HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS **Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS **Financial Data Before Fund Source Project Phase Total Cost Federal Cost** Segment Revision CONSTRUCTION 1-71097-0302 (DEMOLITION)/AWARDED ILL 09 200 TII ROW ACQUISITION 10 3000 0 1-71097-0350 ILL ROW ACQUISITION 10 1000 0 1-71097-0351 1-71097-0360 ENGINEERING ILL 11 3281 0 ILL **ROW ACQUISITION** 11 1000 1710970513 ILL ENGINEERING-II 13 1680 CONSTRUCTION 130000 1710970100 ILL MYB TII **ENGINEERING** MYB 1700 1710970110 ILL ROW ACOUISITION MYB 1500 1710970511 CONSTRUCTION NHS 11 25833 20666 1-71097-0300 Financial Data After Revision Fund Source **Project Phase** FFY Total Cost Federal Cost Segment ARRA2 CONSTRUCTION 10 25833 25833 1-71097-0300 (WASHINGTON TO N/O ILL 120) CONSTRUCTION 09 200 1-71097-0302 (DEMOLITION)/AWARDED ROW ACQUISITION 0 1-71097-0350 TII 10 3000 ILL **ROW ACQUISITION** 10 1000 0 1-71097-0351 ENGINEERING 3281 1-71097-0360 ILL 10 0 ROW ACOUISITION ILL 11 1000 1710970513 ILL ENGINEERING-II 13 1680 1710970106 ILL CONSTRUCTION MYB 130000 1710970100 ENGINEERING ILL 1710970110 MYB 1700 ILL **ROW ACQUISITION** MYB 1500 1710970511 Post-Revision **Pre-Revision** Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)11-09-0055 McHenry County Council of Mayors Cost Threshold \$0 \$425 \$ 425 US 14 US Route 14 FROM FAU 0004 Airport Road (MCHENRY/Harvard) TO FAU 0004 McGuire Road (MCHENRY/Harvard) This project consists of intersection impro Completion Year Before Revision: 2010 Completion Year After Revision: **Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES **Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - ADD LANES **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament Revision LRA CONSTRUCTION MYB 750 750 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament CONSTRUCTION STP-L 10 1000 425 Pre-Revision Post-Revision Change in Federal Funds (000) Project: Action Federal Funds Percentage Change (000) (000) 150% 12-06-0009 Will County Council of Mayors Cost Threshold \$70 \$175 \$ 105 143RD ST FROM I- 355 EAST RAMPS INTERCHANGE (WILL) TO STATE ST/ LEMONT RD (WILL) Completion Year Before Revision: 2011 Completion Year After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES **Project Work Types Before Revision:**

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - ADD LANES **Project Work Types After Revision:**

	nighwat/koab -	ADD LANES				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-C	ENGINEERING-II	10	175	70	
	STP-C	CONSTRUCTION	MYB	1820	1360	
	STP-C	ENGINEERING	MYB	185	70	E3
	MFT-ALL	CONSTRUCTION	MYB	182	0	E3
	MFT-ALL	ENGINEERING-I	09	200	0	
	MFT-ALL	ENGINEERING-II	10	175	0	
	STP-L	CONSTRUCTION	MYB	1820	1456	
	MFT-ALL	ROW ACQUISITION	MYB	200	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-C	ENGINEERING-II	10	220	175	
	STP-C	CONSTRUCTION	MYB	3375	2700	
	STP-C	ENGINEERING	MYB	185	70	E3

Gray Financial Data Records are for informational purposes only and not included in the TIP.

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		Exempt .	Amendm	ent							
Project:	Action	n Fe	re-Revision ederal Funds 100)	- 1	Post-Rev Federal F (000)		F	hange ederal 000)	in Funds	Percer	ntage Change
1-10-0015 Chicago Department of Transportation		xempt		9	\$7200						
arious FROM various (COOK/Chicago) TO various (CO	UK/Chicago)										
ompletion Year: Unspecified roject Work Types After Revision:	BRIDGE/STR	UCTURE - RE	CONST/REHAB	NO CI	HNG IN #	WDTI	-I ORI	ΔNF			
inancial Data After Revision	Fund Source		oject Phase		FF		Total (Fede	ral Cost	Segmen
	STP-L	IM	IPLEMENTATIO	N	10		4000		3200		_
	STP-L		IPLEMENTATIO		11		2500		2000		
	STP-L	IM	IPLEMENTATIO	N	12		2500		2000		
roject:	Action		-Revision leral Funds	F	ost-Revisederal Fu		Fe	hange i ederal I 100)		Percen	tage Change
1-10-0017 IDOT District 1 Division of Highways	New Exe	•	-,	-	500			,			
ELMONT AVE FROM AT ORIOLE AVE (COOK/Chicago)	(Elmwood Park)										
ompletion Year: Unspecified	LITCUIN/AV/D	OAD TAITED	CECTION DECO	NCTDI	ICTION						
roject Work Types After Revision: inancial Data After Revision	Fund Source		SECTION RECO	NSTRU	FFY	Tot	al Cos		Federal	Cost	Segment
mancial Data Arter Revision	STP-U		NSTRUCTION		13	750			600	Cost	1777620000
roject:	Actio	on F	Pre-Revision Federal Funds (000)		Post-Rev Federal I (000)			Change Federal (000)	in I Funds	Perce	ntage Change
1-10-0018 IDOT Office of Planning & Programmir	-	Exempt			\$796						
hicago Green Streets Tree Planting Initiative - Mid-So	uth Area FROM (COOK	/Chicago)									
ompletion Year: Unspecified roject Work Types After Revision:	ENHANCEME	ENT - LANDSC	ADING								
inancial Data After Revision	Fund Source		oject Phase		FF	Υ	Total (Cost	Fede	ral Cost	Segmen
	STP-E		IPLEMENTATIO	N	10		995		796		
roject: 1-10-0019 IDOT Office of Planning & Programmir	Actic	on F	Pre-Revision Federal Funds (000)		Post-Rev Federal I (000) \$1337			Change Federal (000)	e in I Funds	Perce	ntage Change
estoration of Pullman Advance Car and Factory Exhibi	-										
completion Year: Unspecified											
roject Work Types After Revision:	Miscellaneous - Tra										
inancial Data After Revision	Fund Source STP-E	Project Ph		FFY 10	Total (Cost	Fee 133	leral C	ost	Segment 102307	
	TBD	IMPLEMENT IMPLEMENT		10 MYB	1671 1829		0)/			TEP Request
roject:	Action	Pre-Revis Federal F (000)	unds F		levision Il Funds		Chan Fede (000	ral Fun	ds	Percenta	ge Change
2-06-0012 IDOT District 1 Local Roads	New Exempt		-	1314							
hildren's Teaching Campus FROM Chicago Botanic Ga	rden West Road (COO	K/Glencoe) TO	D End of Road (COOK	/Glencoe)	Variou	ıs work	at the (CHildren's	Learning	
Completion Year: Unspecified	ENU.	ENIT LANGE	CADING								
roject Work Types After Revision:	PARKING - I		LAPING EHABILITATE, R NSTRUCT IN KII		Œ						
inancial Data After Revision	Fund Source	ce P	roject Phase		FFY	То	tal Cos	it	Federa	l Cost	Segment
	HPP	CC	ONSTRUCTION		10	16	50		1314		Includes E3
roject:	Action	Fed (00	-Revision leral Funds 10)	F	ost-Revisederal Fu		Fe	hange i ederal I 100)		Percen	tage Change
2-10-0014 IDOT District 1 Division of Highways)MCCORMICK 2)TOUHY 3)DEMPSTER FROM 1)CHURC	New Exe CH TO DEVON 2) AT KI	•	/Chicago) TO 3		1620 ER TO LIN	ICOLN	WOOD	DR (CO	OK/Skoki	e)	
ompletion Year: Unspecified	CTCNALC N	100EDNITZATT	ON								
roject Work Types After Revision: inancial Data After Revision	Fund Source	10dernizati ce P r	oject Phase		FFY	Tot	al Cos	t	Federal	Cost	Segment
	HSIP		INSTRUCTION		13	180		-	1620	-030	1785570000
								Chama.			
roject:	Actio	on F	Pre-Revision Federal Funds (000)		Post-Rev Federal I (000)		. 1		in I Funds	Perce	ntage Change
		on F					. 1			Perce	ntage Change
2-10-0015 IDOT Office of Planning & Programmir	ng New	on F (Exempt	ederal Funds (000)		Federal ((000) \$171		. 1	Federal		Perce	ntage Change
Grosse Point Lighthouse FROM Sheridan Rd at Central Completion Year: Unspecified	ng New	on F (Exempt	ederal Funds (000)		Federal ((000) \$171		. 1	Federal		Perce	ntage Change
2-10-0015 IDOT Office of Planning & Programmir rosse Point Lighthouse FROM Sheridan Rd at Central	ng New Street (COOK/Evansto	on F (Exempt	Federal Funds 000) ighthouse Park		Federal ((000) \$171		. 1	Federal		Percei	ntage Change

Financial Data After Revision

Project Phase

IMPLEMENTATION

Fund Source

STP-E

Total Cost

212

FFY

10

Federal Cost

171

Segment

Project:	Actio	on	Pre-Revision Federal Funds		ost-Rev ederal I		Chang Federa	je in al Funds	Perce	ntage Change
2-10-0016 IDOT Office of Planning & Programming	New	Exempt	(000)	-	000) 36		(000)			-
vanston Tree Replacement Project FROM (COOK/Evansto		Exchipt		4	50					
Completion Year: Unspecified	•									
Project Work Types After Revision:	ENHANCEME	ENT - LANI	DSCAPING							
Financial Data After Revision	Fund Source STP-E	ce	Project Phase IMPLEMENTATION	J	FF		otal Cost	Fed 6	eral Cost	Segment 102340
	JIP-E		IMPLEMENTATION	v	10		00	30		102340
roject:	Actio	on	Pre-Revision Federal Funds	F	Post-Rev ederal I			je in al Funds	Perce	ntage Change
2-10-0017 IDOT Office of Planning & Programming Chicago Avenue Streetscape FROM (COOK/Evanston)	New	Exempt	(000)	-	000) 800		(000)			
Completion Year: Unspecified										
	PEDESTRIAN FACIL		INC							
	ENHANCEMENT - L Fund Source	ANDSCAPI Project		FFY	Total (ost	Federal (Cost	Segment	
	STP-E	-	ENTATION	10	1000		800		102218	
	TBD		ENTATION	MYB	497		0			ITEP Request
roject:	Action		re-Revision ederal Funds		t-Revisi eral Fur		Change Federal		Percen	tage Change
		(000)	(00			(000)			
03-10-0014 Cook County Highway Department	New Exem			\$0						
CH A66 Schaumburg Rd FROM Roselle Rd (COOK/Schaum	burg) TO Meacham	ı Rd (COO	K/Schaumburg)							
Completion Year: Unspecified Project Work Types After Revision:	HIGHW\V\D	·ΩΔD - DΛ\	/EMENT PATCHING							
Financial Data After Revision	Fund Source		Project Phase		FFY	Tota	l Cost	Federal	Cost	Segment
	ILL		CONSTRUCTION		10	820	. 3030	0	2030	ocyment
	MFT-ALL		CONSTRUCTION		10	2180		0		Cook County
			Pre-Revision	P.	st-Revis	ior	Change	in		
Project:	Action		Federal Funds (000)	Fe	st-Revis deral Fu 00)		Federal (000)		Percen	tage Change
03-10-0015 IDOT District 1 Division of Highways	New Exe		,	-	080		(000)			
L 72 TOUHY AVE FROM E OF ELMHURST RD (COOK/Des			D (COOK/Elk Grove							
Completion Year: 2015										
Project Work Types After Revision:	SAFETY - LICHWAY/D		NITTNI IOI IC DI DIDI	CTTON	AI TUDA	LANCO				
inancial Data After Revision	Fund Source		NTINUOUS BI-DIRE Project Phase	C11UN	FFY		l Cost	Federal	Cost	Segment
	HSIP		CONSTRUCTION		13	1200		1080		1785560000
			Pre-Revision	Po	st-Revis	ion	Change	in		
Project:	Action		Federal Funds (000)	(00	deral Fu 00)	nds	Federal (000)	Funds	Percen	tage Change
03-10-0016 IDOT District 1 Division of Highways IL 72 HIGGINS RD FROM AT BEVERLY RD (COOK/Hoffma	New Exe n Estates) TO AT R		(ANE)	\$70	00					
Completion Year: Unspecified										
Project Work Types After Revision:	SIGNALS - M									
Financial Data After Revision	Fund Source	:e	Project Phase		FFY		l Cost	Federal	Cost	Segment
	HSIP		CONSTRUCTION		12	850		765		1785550000
	Action		Pre-Revision Federal Funds		st-Revis deral Fu		Change Federal (000)		Percen	tage Change
Project:			(000)	(0)			/			
-	New Exe		(000)	(0 0 \$8!						
3-10-0017 IDOT District 1 Division of Highways		empt		\$8!	55	RK BLV	D (COOK/Ba	irtlett)		
03-10-0017 IDOT District 1 Division of Highways IL 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified	ARTLETT RD TO EA	empt AST AVE &	US 20 (COOK/Bartl	\$8!	55	RK BLV	'D (COOK/Ba	irtlett)		
03-10-0017 IDOT District 1 Division of Highways IL 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision:	ARTLETT RD TO EA SIGNALS - M	empt AST AVE & MODERNIZ	US 20 (COOK/Barti	\$8!	55 0 2)AT PA		. ,	•		
03-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified	ARTLETT RD TO EA	empt AST AVE & MODERNIZ	US 20 (COOK/Bartl	\$8!	55		D (COOK/Ba	rtlett) Federal	Cost	Segment 1785530000
03-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision:	ARTLETT RD TO EA SIGNALS - M Fund Source	empt AST AVE & MODERNIZ	US 20 (COOK/Bartl ATION Project Phase	\$8!	55 2)AT PA FFY	Tota	. ,	Federal	Cost	_
13-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision: Prinancial Data After Revision	ARTLETT RD TO EA SIGNALS - M Fund Source	empt AST AVE & MODERNIZ. ce	US 20 (COOK/Bartl ATION Project Phase	\$8! ett) TO	55 2)AT PA FFY	Tota 950	. ,	Federal 855		_
3-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision: Inancial Data After Revision Project: 3-10-0018 IDOT District 1 Division of Highways L 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) T	SIGNALS - M Fund Source HSIP Action New Exe	empt AST AVE & MODERNIZ. ce	US 20 (COOK/Barti ATION Project Phase CONSTRUCTION Pre-Revision Federal Funds	\$8! ett) TO	FFY 10 st-Revisederal Fundo)	Tota 950	l Cost Change Federal	Federal 855		1785530000
03-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision: Financial Data After Revision Project: 03-10-0018 IDOT District 1 Division of Highways L 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) T Completion Year: Unspecified	SIGNALS - N Fund Source HSIP Action New Exe	empt AST AVE & MODERNIZ ce empt (COOK)	US 20 (COOK/Barti ATION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	\$8! ett) TO	FFY 10 st-Revisederal Fundo)	Tota 950	l Cost Change Federal	Federal 855		1785530000
03-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision: Financial Data After Revision	SIGNALS - M Fund Source HSIP Action New Exec O US 12 RAND RD SAFETY - GL	empt AST AVE & MODERNIZ.ce empt (COOK)	US 20 (COOK/Barti	\$8! ett) TO	FFY 10 st-Revisederal Fundo)	Tota 950	l Cost Change Federal	Federal 855		1785530000
03-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. Completion Year: Unspecified Project Work Types After Revision: Financial Data After Revision Project: 03-10-0018 IDOT District 1 Division of Highways L 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) T Completion Year: Unspecified	SIGNALS - M Fund Source HSIP Action New Exec O US 12 RAND RD SAFETY - GL	empt AST AVE & MODERNIZ ce empt (COOK) UARDRAILS EOUS - EXI	US 20 (COOK/Barti ATION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	\$8! ett) TO	FFY 10 st-Revisederal Fundo)	Tota 950 iion nds	l Cost Change Federal	Federal 855	Percen	1785530000
3-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. completion Year: Unspecified Project Work Types After Revision: inancial Data After Revision Project: 3-10-0018 IDOT District 1 Division of Highways L 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) T completion Year: Unspecified Project Work Types After Revision:	SIGNALS - M Fund Source HSIP Action New Exect O US 12 RAND RD SAFETY - GL MISCELLANE	empt AST AVE & MODERNIZ ce empt (COOK) UARDRAILS EOUS - EXI	US 20 (COOK/Barti ATION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) S EMPT PROJECTS	\$8! ett) TO	FFY 10 st-Revisderal Fu 00)	Tota 950 iion nds	Change Federal (000)	Federal 855 in Funds	Percen	1785530000
3-10-0017 IDOT District 1 Division of Highways L 19 US 20 1)IRVING PARK 2) LAKE ST FROM US 20 1)B. completion Year: Unspecified Project Work Types After Revision: inancial Data After Revision Project: 3-10-0018 IDOT District 1 Division of Highways L 53 I- 290 EXTENSION FROM LAKE-COOK RD (COOK) T completion Year: Unspecified Project Work Types After Revision:	SIGNALS - M Fund Source HSIP Action New Exe O US 12 RAND RD SAFETY - GL MISCELLANE Fund Source	empt AST AVE & MODERNIZ ce empt (COOK) UARDRAILS EOUS - EXI	US 20 (COOK/Barti ATION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) S EMPT PROJECTS Project Phase	\$8! \$8! Po	FFY 10 st-Revisderal Fu 10 FFY 70	Tota 950 iion nds Tota 300	Change Federal (000)	Federal 855 in Funds	Percen	1785530000 stage Change Segment

IDOT Office of Planning & Programming \$115 Rand Rd ITEP Tree Enhancement FROM (COOK/Des Plaines) Central to Ballard, various locations Completion Year: Unspecified **Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament STP-E IMPLEMENTATION 10 144 115 102230 **Pre-Revision** Post-Revision Change in Federal Funds (000) Project: Action Federal Funds Federal Funds Percentage Change (000) (000) 03-10-0021 IDOT Office of Planning & Programming \$321 New Exempt Park Ridge Uptown Streetscape FROM (COOK/Park Ridge) Touhy Ave and Northwest Highway Completion Year: Unspecified **Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING **Financial Data After Revision** Fund Source **Project Phase Total Cost Federal Cost** Segment STP-E IMPLEMENTATION 10 401 321 102264 TBD IMPLEMENTATION MYB 5098 0 Unfunded ITEP Request (1558 federal share) Pre-Revision Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000) (000) (000)IDOT Office of Planning & Programming 03-10-0023 \$413 New Exempt Dundee Rd Sidewalk FROM (COOK/Buffalo Grove) Completion Year: Unspecified **Project Work Types After Revision:** PEDESTRIAN FACILITY **Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost** Segment STP-E IMPLEMENTATION 102319 10 516 413 TBD IMPLEMENTATION 10 134 0 Unfunded ITEP Request Pre-Revision Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000) (000)(000)03-10-0024 IDOT Office of Planning & Programming New Exempt \$344 West Bartlett Road Corridor Streetscape Improvements FROM IL 59 (COOK/Bartlett) TO Western Avenue (COOK/Bartlett) Leading to Bartlett Depot Museum Completion Year: Unspecified ENHANCEMENT - LANDSCAPING **Project Work Types After Revision: Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment IMPLEMENTATION 102215 STP-E 10 430 344 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)IDOT Office of Planning & Programming \$28 North Riverside Tree Planting Program FROM (COOK/North Riverside) Completion Year: Unspecified **Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING **Financial Data After Revision Fund Source Project Phase** FFY Total Cost **Federal Cost** Segment STP-E IMPLEMENTATION 102211 10 28 **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds (000) Percentage Change (000) (000) 04-10-0011 IDOT Office of Planning & Programming New Exempt \$895 Division Street Enhancements FROM (COOK/Melrose Park) Completion Year: Unspecified **Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment IMPLEMENTATION STP-E 102256 10 1140 895 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)IDOT Office of Planning & Programming New Exempt \$963 Grand Avenue Corridor Streetscape FROM (COOK/River Grove) Completion Year: Unspecified ENHANCEMENT - LANDSCAPING **Project Work Types After Revision: Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-E IMPLEMENTATION 10 1204 963 102306 TBD IMPLEMENTATION MYB 571 0 Unfunded ITEP Request **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000) 04-10-0013 IDOT Office of Planning & Programming New Exempt \$62 Washington Boulevard Project and Prairie Path Revitalization FROM (COOK/Bellwood) Completion Year: Unspecified **Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING Segment **Financial Data After Revision Fund Source Project Phase** Total Cost Federal Cost

Project: 07-10-0016 South Council of FAU 1619 84th Avenue FROM FAU Completion Year: Unspecified Project Work Types After Revision Financial Data After Revision	0351 159th Street (COOK/	Exempt Tinley Park) T	Y/ROAD - RE	unds 183rd Str SURFACE Projec d			Federal Funds (000)	Federal Cost	Segment
7-10-0016 South Council of	f Mayors New	Exempt	Federal Fi (000)	unds	(000) \$1120				je Change
					Post-Re	vision	Change in	Percentag	
	STP-L STP-L STP-L	ENGI	NEERING-II NEERING-II STRUCTION	12 13	300 3200	210 210 2240	Phase 2 Er		Engineering
roject Work Types After Revision	Fund Sou STP-L		RSECTION IN ect Phase NEERING-I	MPROVEM FFY 11	ENT Total Cost 300	Federal Co	st Segment Phase 1 Er	ngineering	
7-10-0015 South Council of AU 3754 191st Street FROM FAU 2 completion Year: Unspecified		Exempt inley Park)			\$2660				
roject:	Action New New York		Pre-Revis Federal Fi (000)		Post-Re Federal (000)		Change in Federal Funds (000)	Percentag	je Change
	STP-L	CONS	STRUCTION	12	1568	1098	Construction	on and Construction	Engineering
	STP-L		NEERING-II	11	126	88	Phase 2 Er		
	STP-L STP-L		STRUCTION NEERING-I	12 10	1568 140	1098 98	Phase 1 Er	naineerina	
	STP-L		NEERING-II	11	126	89			
	STP-L		NEERING-I	10	140	98			
	STP-L STP-L		NEERING-I NEERING-I	10 10	140 140	98 98			
	STP-L	ENGI	NEERING-I	10	140	98			
mpletion Year: Unspecified oject Work Types After Revis nancial Data After Revision		/ROAD - RECO /ROAD - CURE			Total Cost	Federal Co	st Segment		
'-10-0014 South Council of IU 1680 134th Street FROM FAU	•	Exempt <td>O FAU 1680</td> <td>1600 feet</td> <td>\$2863 East of Halste</td> <td>d on 134th Str</td> <td>eet (COOK/Riverd</td> <td>ale) Street to</td> <td></td>	O FAU 1680	1600 feet	\$2863 East of Halste	d on 134th Str	eet (COOK/Riverd	ale) Street to	
roject:	Acti	on	Pre-Revis Federal Fi (000)		Post-Re Federal (000)		Change in Federal Funds (000)	Percentag	je Change
		STP-L		-	RUCTION	10	207	145	
ompletion Year: Unspecified oject Work Types After Revis nancial Data After Revision	ion:	HIGHWA			(WITH NO LA	ANE WIDENING) Total Cost	Federal Cost	Segment
7-10-0013 South Council of AU 1599 Wentworth Avenue FROM	•	Exempt (COOK/Riverda	ale) TO IL 16	01 144th	\$145 Street (COOK)	'Riverdale)			
roject:	Acti		Pre-Revis Federal Fo (000)		Post-Re Federal (000)		Change in Federal Funds (000)	Percentag	je Change
nation bata Arci Revision		STP-E		CONSTR			72	513	Includes E3
ompletion Year: Unspecified roject Work Types After Revision	sion:	ENHANCE	MENT - LAND	SCAPING Project		FFY T	otal Cost	Federal Cost	Segment
7-06-0052 IDOT Office of Plan AU 1632 Sauk Trail FROM Richton	nning & Programming n Road (COOK/Richton Park		w Exempt Square Road		ichton Park) 0	\$513	. ,		
roject:		Act	tion	Pre-Re Federa (000)	vision I Funds	Post-Revisio Federal Fund (000)			ntage Change
inancial Data After Revision		Fund Sou STP-E		Project I	Phase NTATION	FFY 10	Total Cost 463	Federal Cost 322	Segment 102327
elmont Scenic and Safety Streetscompletion Year: Unspecified roject Work Types After Revis			k) MENT - LAND	SCAPING					
1-10-0014 IDOT Office of Plan	nning & Programming	Nev	w Exempt	(000)		(000) \$322	(000)		.a.go onango
roject:		Act	tion	Pre-Re	vision I Funds	Post-Revisio			ntage Change
	TBD)		NTATION		318	62 0	Unfunded I	TEP Request

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision Total Cost Federal Cost **Fund Source Project Phase** Segment CONSTRUCTION 244 171

Post-Revision **Pre-Revision** Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)

07-10-0020 South Council of Mayors New Exempt \$107

FAU 2845 Harwood Avenue FROM FAU 1622 183rd Street (COOK/Homewood) TO S. Village Boundary (Approx 187th Street) (COOK/Homewood)

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost Segment STP-L CONSTRUCTION 153 107 11

Pre-Revision Federal Funds Post-Revision Federal Funds Change in Federal Funds Project: Action Percentage Change (000) (000) (000)

07-10-0021 South Council of Mayors New Exempt FAU 1638 Exchange Street FROM Country Lane (WILL/Crete)

Completion Year: Unspecified **Project Work Types After Revision:**

HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost Segment ENGINEERING-I STP-L 12 22 15

STP-L ENGINEERING-II 13 22 15 STP-L CONSTRUCTION 13 582 407

\$437

Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)

07-10-0023 South Council of Mayors New Exempt IL 50 Cicero Avenue FROM Matteson Avenue (COOK/Matteson)

Completion Year: Unspecified

INTERCHANGE - RECONSTRUCTION **Project Work Types After Revision:**

SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data After Revision Fund Source Project Phase FFY **Total Cost Federal Cost** Segment

STP-I CONSTRUCTION 11 437 306

\$306

Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000)(000)

07-10-0024 South Council of Mayors New Exempt \$1890

FAU 2795 Central Avenue FROM US 30 Lincoln Highway (COOK/Matteson) TO EJ&E Railroad Tracks - South Village Limits (COOK/Matteson)

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - CURB AND GUTTER

Financial Data After Revision Fund Source Project Phase FFY **Total Cost** Federal Cost Segment STP-L ENGINEERING-I 10 130

> STP-L ENGINEERING-II 11 270 189 STP-L CONSTRUCTION 12 2300 1610

> > \$453

Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000)(000)

US 30 Lincoln Avenue FROM FAU 2795 Central Avenue (COOK/Matteson) TO FAU 2785 Ridgeland (COOK/Matteson)

New Exempt

Completion Year: Unspecified

07-10-0025

Project Work Types After Revision: SAFFTY - LIGHTING

South Council of Mayors

Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost Segment STP-L CONSTRUCTION

12 906 453

Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds Federal Funds Percentage Change (000)(000) (000)

South Council of Mayors New Exempt FAU 1622 183rd Street FROM Sacramento Avenue (COOK/Homewood) TO FAU 2822 Governors Highway (COOK/Homewood)

Completion Year: Unspecified

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Project Work Types After Revision:

Financial Data After Revision Fund Source Project Phase FFY **Total Cost Federal Cost** Segment

STP-L CONSTRUCTION 210 330

Pre-Revision Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000)(000)(000)

South Council of Mayors \$380

FAU 1357 175th Street FROM FAU 2859 Ashland Avenue (COOK/Homewood) TO FAU 876 Halsted Street (COOK/Homewood)

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost Segment

	STP-L		CONSTR	UCTION	12	543		380		
roject:	Action	Pre-Rev Federal (000)			tevision al Funds		nge in eral Funds	ı	Percentag	ge Change
7-10-0029 South Council of Mayors AU 1622 183rd Street FROM FAU 2860 Reigel Road (C	New Exempt OOK/Homewood) TO FAU 876	Halsted Stre	\$433 et (COOK/F	Homewood)					
ompletion Year: Unspecified										
Project Work Types After Revision: Financial Data After Revision		VAY/ROAD - I Source	RESURFACE (Project		LANE WIDENI FFY	NG) Total	Cost	Fodor	al Cost	Commont
manciai Data Artei Revision	STP-L	Source	CONSTR		13	619	Cost	433	ai Cost	Segment
roject:	Action	Pre-Rev Federal (000)			tevision al Funds		nge in eral Funds	;	Percentag	ge Change
7-10-0030 South Council of Mayors AU 1622 183rd street FROM FAU 2820 Governors High	New Exempt way (COOK/Hom	newood) TO F	-AU 2860 Reig	\$629 gel Road (C	OOK/Homewo	ood)				
Completion Year: Unspecified										
Project Work Types After Revision:			-		LANE WIDEN					_
inancial Data After Revision	Fund STP-L	Source	Project CONSTR		FFY 13	Total 899	Cost	Feder 629	al Cost	Segment
Project: 7-10-0039 IDOT District 1 Division of Highways	Act Nev	ion v Exempt	Pre-Revisi Federal Fu (000)		Post-Revision Federal Fundament (000) \$960		Change i Federal F (000)		Percen	tage Change
MARGARET ST/ BROWN DERBY RD FROM AT RIDGE RE Completion Year: 2015										
Project Work Types After Revision:	SIGNAL HIGHW	s - add sign Ay/Road - C	NTERSECTION NALS AT SING ONTINUOUS XEMPT PROJI	GLE INTERS BI-DIRECTI		ANES				
Financial Data After Revision	Fund S		Project P		FFY	Total Co	ost	Federal (Cost	Segment
	STP-U		CONSTRUC		13	1200		960		1772110000
Project:	Act	ion	Pre-Revisi Federal Fu (000)		Post-Revision Federal Fun (000)		Change in Federal F (000)		Percen	tage Change
07-10-0040 IDOT District 1 Division of Highways - 57 I-57 FROM AT KEDZIE AVE (COOK/Markham) Completion Year: Unspecified	Nev	v Exempt			\$2160					
Completion Year: Unspecified Project Work Types After Revision:	BRIDGE	/STRUCTURE	- REPLACE							
inancial Data After Revision	Fund S		Project P	hase	FFY	Total Co	ost	Federal (Cost	Segment
	BRR		CONSTRUC	CTION	12	2700		2160		1764630100
Project:		Action	Pre-Rev Federal (000)		Post-Revi Federal Fi (000)		Change Federal (000)		Percei	ntage Change
07-10-0041 IDOT Office of Planning & Programming Lincoln Highway Corridor Streetscape AT US 30 Lincoln		New Exempt Byway			\$118					
Completion Year: Unspecified Project Work Types After Revision:	ENHAN	CEMENT - LAI	NDSCAPING							
Financial Data After Revision	Fund S		Project P	hase	FFY	Tota	l Cost	Feder	ral Cost	Segment
	STP-E		IMPLEMEN	ITATION	10	147		118		102209
Project:		Action	Pre-Rev Federal (000)		Post-Revi Federal Fi (000)		Change Federal (000)		Percei	ntage Change
07-10-0042 IDOT Office of Planning & Programming Cicero Avenue FROM (COOK/Oak Forest)	g I	New Exempt			\$42					
Completion Year: Unspecified	FAULASS	CEMENT :	NDCCADTAIC							
Project Work Types After Revision: Financial Data After Revision	ENHAN	CEMENT - LAI	NDSCAPING Project P	hase	FFY	Tota	l Cost	Feder	ral Cost	Segment
	STP-E		IMPLEMEN		10	56	. 0031	42		102291
Project: Action	Pre-Revision Federal Fund	s	Post-Revis			al Funds		Perce	entage Cha	ange
77 10 0042 CMAD No F	(000)		(000)		(000)					
7-10-0043	I vnwood) Retwo	en Daren Dr	\$0 and Sauk Trai	il						
ompletion Year: Unspecified	_, Detwe		a.iu Juun IId							
Project Work Types After Revision:	Highwa	y/Road - Railı	road Grade Se	eparation						
inancial Data After Revision	Fund S		Project P		FFY	Tota	l Cost	Fede	ral Cost	Segment
	PRV		IMPLEMEN		13	3925		0		-
	TBD		IMPLEMEN	TATION	MYB	1075	0	0		

08-10-0024 CMAP New Exempt US 34 Ogden Avenue FROM CN Railway (DUPAGE/Aurora) Beween Eola Rd and Frontenac Street Completion Year: Unspecified **Project Work Types After Revision:** Highway/Road - Railroad Grade Separation **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament RLRIP IMPLEMENTATION 10 1250 1000 PRV IMPLEMENTATION 33500 0 CN Participation, per STB Decision 13 TBD IMPLEMENTATION MYB 15250 0 Pre-Revision Federal Funds **Post-Revision** Change in Federal Funds Project: Action Federal Funds Percentage Change (000) (000) (000) 08-98-0025 IDOT District 1 Division of Highways New Exempt US 20 LAKE ST FROM AT YORK RD (DUPAGE/Elmhurst) TO AT I-290 & WALNUT ST TO YORK RD (DUPAGE/Elmhurst) Completion Year: Unspecified INTERCHANGE - RECONSTRUCTION **Project Work Types After Revision:** SAFETY - LIGHTING **Financial Data After Revision Fund Source Project Phase** FFY Total Cost Federal Cost Seament 1721870100 TII CONSTRUCTION 10 16675 **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Percentage Change Federal Funds Federal Funds (000) (000) (000) 09-10-0019 IDOT District 1 Division of Highways New Exempt \$0 IL 25 RIVER ST FROM IL 56 BUTTERFIELD RD (KANE/Aurora) TO I- 88 RONALD REGAN MEMORIAL HWY (KANE/North Aurora) Completion Year: Unspecified **Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS **Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost** Segment TLI CONSTRUCTION 1784960000 11 250 Pre-Revision Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000)(000)(000) 09-10-0020 Kane/Kendall Council of Mayors \$300 New Exempt FAU 1342 SPRING STREET FROM Village Limits (KANE/South Elgin) TO FAU 2509 700' W. of MCLEAN BOULEVARD (KANE/South Elgin) Completion Year: Unspecified **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Financial Data After Revision **Fund Source Project Phase** FFY Total Cost Federal Cost Segment LRA CONSTRUCTION 10 300 300 **Pre-Revision** Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000)(000)(000)09-10-0020 Kane/Kendall Council of Mayors New Exempt \$300 FAU 1342 SPRING STREET FROM Village Limits (KANE/South Elgin) TO FAU 2509 700' W. of MCLEAN BOULEVARD (KANE/South Elgin) Completion Year: Unspecified **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Total Cost Financial Data After Revision Fund Source Project Phase** FFY **Federal Cost** Seament CONSTRUCTION LRA 10 300 300 Pre-Revision Post-Revision Change in Federal Funds Project: Action Percentage Change Federal Funds Federal Funds (000) (000) (000) 09-10-0021 IDOT District 1 Division of Highways New Exempt \$0 IL 38 LINCOLN HIGHWAY FROM AT PECK RD (KANE) Completion Year: Unspecified MISCELLANEOUS - EXEMPT PROJECTS Project Work Types After Revision: **Financial Data After Revision Project Phase Total Cost Federal Cost Fund Source FFY** Segment CONSTRUCTION 10 1785190000 10 Pre-Revision Post-Revision Change in Federal Funds (000) Percentage Change Project: Action Federal Funds (000)(000)09-10-0022 IDOT Office of Planning & Programming New Exempt Maple Avenue Bike Path and Roadway Lighting Project FROM (KANE/Carpentersville) Completion Year: Unspecified BICYCLE FACILITY **Project Work Types After Revision:** SAFETY - LIGHTING **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-E IMPLEMENTATION 102337 10 375 626 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000) (000) IDOT Office of Planning & Programming IL 21 Median Landscape/Scenic Beautification FROM (LAKE/Vernon Hills) Completion Year: Unspecified Project Work Types After Revision: ENHANCEMENT - LANDSCAPING

Financial Data After Revision

Total Cost

Federal Cost

Segment

Project Phase

Fund Source

	STP-I TBD		EMENT EMENT		10 MYB	101 294		81 0		02316 nfunded I	ΓΕΡ Request
Project:		Action	F	Pre-Revision Tederal Funds 1000)		Post-Revis Federal Fu (000)		Chang Feder (000)	al Funds	Percen	tage Change
0-10-0019 IDOT Office of Planning & orridor Enhancement Project along IL 22,	5	New Exemp	ot	-		\$684		(555)			
completion Year: Unspecified	,		,	,							
roject Work Types After Revision:	ENHANCEMENT	- LANDSCAPING									
inancial Data After Revision		Project Phase					Segn				
	STP-E	IMPLEMENTATION	10	855	684		10233				
	TBD	IMPLEMENTATION	10	8847	0		Unfur	nded ITEP re	quest (1644 f	ederal sha	re requested)
roject:		Action	F	Pre-Revision ederal Funds 000)		Post-Revise Federal Fu (000)		Chang Feder (000)	al Funds	Percen	tage Change
0-10-0020 IDOT Office of Planning & reenleaf Avenue Sidewalk and Lighting F		New Exemp	ot			\$543					
Completion Year: Unspecified											
roject Work Types After Revision:		PEDESTRIAN FACI SAFETY - LIGHTIN									
inancial Data After Revision		Fund Source STP-E	Pr	oject Phase PLEMENTATION	ı	FFY 10		otal Cost 85	Federa 543	l Cost	Segment 102200
roject:		Action	Fede	Revision eral Funds	Fe	ost-Revisio		Change Federal		Percent	age Change
1-10-0002 McHenry County Council	of Mayors	New Exempt	(000))		100) 250		(000)			
AU 0033 South Street FROM Moraine Driv	•		School	(MCHENRY/Wo			Safe	Routes to So	chool project.	If fund	
ompletion Year: Unspecified roject Work Types After Revision:		PEDESTRIAN FAC	ILITY								
inancial Data After Revision		Fund Source		Project Phase		FFY	To	tal Cost	Federal	Cost	Segment
		SR2S	(CONSTRUCTION		11	27	7	250		
oject:		Action		Pre-Revision Federal Fund	s	Post-Rev		Fede	ge in ral Funds	Percei	ntage Change
1-10-0003 McHenry County Division of	of Transportation	New Exer	mnt	(000)		(000) \$220		(000))		
AU 0047 Deerpass Road Bridge (SN 056-:	•		iipc			Ψ220					
ompletion Year: 2013											
oject Work Types After Revision:		BRIDGE/STRUCTUR	RE - REF	PLACE							
nancial Data After Revision		Fund Source	Pro	ject Phase		FFY	, I	Total Cost	Federa	l Cost	Segment
		BRR	ENG	GINEERING-I		11	1	150	120		
		BRR	ENG	GINEERING-II		13		125	100		
		MFT-LOC		N ACQUISITION	1	13		50	0		
		BRR	COI	NSTRUCTION		MYE	3 :	1500	1200		
oject:		Action		Revision eral Funds))	Fe	ost-Revisio ederal Func 100)		Change Federal (000)		Percent	age Change
1-10-0010 McHenry County Council		New Exempt			\$0)					
AU 4086 East Wonder Lake Road FROM Fompletion Year: Unspecified	AU 4085 Hancock D	r / McCullom Lake Ro	d (MCHE	ENRY/Wonder L	ake)	TO IL 120 II	120	(MCHENRY/\	Wonder Lake)		
roject Work Types After Revision:		HIGHWAY/ROAD -	RESUR	FACE (WITH N	O LAI	NE WIDENIN	lG)				
inancial Data After Revision		Fund Source	Pr	oject Phase		FFY		al Cost	Federal (Cost	Segment
		MFT-LOC		IGINEERING-II		12	27				
		STP-L	CC	ONSTRUCTION		MYB	592	!	473		includes E3
roject:		Action		Revision eral Funds))	Fe	ost-Revisio ederal Func 100)		Change Federal (000)		Percent	age Change
1-10-0013 McHenry County Council AU 0085 Crystal Lake Road FROM IL 120 ompletion Year: Unspecified		New Exempt IcHenry) TO FAU 386	60 Bull \	/alley Road (MC	\$0 HENF)				
roject Work Types After Revision:		HIGHWAY/ROAD - HIGHWAY/ROAD - SIGNALS - MODER	INTERS	SECTION IMPRO			lG)				
nancial Data After Revision		Fund Source		oject Phase		FFY	Tot	al Cost	Federal (Cost	Segment
		MFT-LOC		IGINEERING-I		12	120)	0		
		MFT-LOC STP-L		IGINEERING-II ONSTRUCTION		13 MYB	120 196		0 1500		includes E3
		JII L		A STRUCTION		HID	130	,,,	1300		includes E3
roject:		Action		-Revision leral Funds	F	ost-Revision ederal Fun 000)		Change Federal (000)		Percent	age Change
			(11()								
1-10-0016 IDOT District 1 Division o	f Highwaye	New Exempt	(00	0)		486		(000)			

Project Work Types After Revision:	SAFETY - GUA								
Financial Data After Revision	Fund Source HSIP	Project CONSTRU		FFY 11	Total C 540	ost	Federal (486	Cost	Segment 1785590000
Project:	Action	Pre-Revision Federal Funds (000)		t-Revision leral Funds 0)	Fe	ange in deral Fu 00)	nds	Percenta	age Change
12-09-0112 IDOT District 1 Local Roads	New Exempt		\$33						
Schmidt Road FROM Lily Cache Creek (WILL/Bolingbrook)	Culvert Rehabilitation	n & replacement -	500 feet no	rth of Lily Ca	che Lane				
Completion Year: Unspecified Project Work Types After Revision:	DDIDGE/CTD	LICTURE REDUACE	-						
Project work Types After Revision: Financial Data After Revision	Fund Source	UCTURE - REPLACE	E t Phase	FF\	/ Tota	Cost	Fodor:	al Cost	Segment
mancial Data Arter Revision	BRD	-	ERING-I	10	45	COSC	36	ai cosc	Segment
	BRD		ERING-II	11	30		24		
	BRD	CONSTR	RUCTION	12	30		24		E3
	BRD	CONSTR	RUCTION	12	319		255		
Project:	Action	Pre-Revis		Post-Revis		Change Federal		Percer	ntage Change
12-10-0010 IDOT District 1 Division of Highways	New Exem	(000) npt		(000) \$600		(000)			
JS 6 SOUTHWEST HWY FROM AT PARKER RD (WILL)									
Completion Year: Unspecified Project Work Types After Revision:	HIGHWAY/RO	AD - INTERSECTIO	ON RECONS	TRUCTION					
Financial Data After Revision	Fund Source			FFY	Total C	ost	Federal (Cost	Segment
	STP-U	CONSTRU		13	750		600		1770710000
roject:	Action	Pre-Revis		Post-Revis		Change Federal		Percer	ntage Change
12-10-0011 IDOT District 1 Division of Highways	New Exem	(000) npt		(000) \$1000		(000)			
JS 30 LINCOLN HIGHWAY FROM AT HEGGS RD (WILL) Completion Year: Unspecified				•					
Project Work Types After Revision:	HIGHWAY/RO	AD - INTERSECTIO	N RECONS	TRUCTION					
Financial Data After Revision	Fund Source			FFY	Total C	ost	Federal (Cost	Segment
	NHS	CONSTRU		13	1250		1000	-	1775570000
		Pre-Revis	sion	Post-Revis	sion	Change	in		
Project:	Action	Federal F (000)	unds	Federal Fu (000)	nds	Federal (000)	Funds	Percer	ntage Change
12-10-0012 IDOT District 1 Division of Highways [- 55 I-55 EAST FRONTAGE RD (NB) FROM US 52 JEFFERS	New Exem SON ST (WILL) TO B	•		\$0					
Completion Year: Unspecified	LITCUBA AV / DO	AD DECLIDEACE /	NATTU NO I	LANE MEDEN	INC)				
Project Work Types After Revision: Financial Data After Revision	Fund Source	AD - RESURFACE (Project		FFY	Total C	net	Federal (Cost	Segment
mandar bata Arter Revision	ILL	CONSTRU		10	500	030	reactare	5050	1784360000
Project:	Action	Pre-Re	evision Il Funds	Post-Re		Chang	je in al Funds	Perce	entage Change
12-10-0013 IDOT Office of Planning & Programming	New Ex	(000)	ii i unus	(000) \$712	unus	(000)		reice	nage change
IL 53 Planter Boxes and Irrigation FROM (WILL/Bolingbrook) Completion Year: Unspecified	ok)								
Project Work Types After Revision:	ENHANCEMEN	IT - LANDSCAPING							
Financial Data After Revision	Fund Source STP-E	-	Phase NTATION	FF		l Cost	Feder 712	al Cost	Segment 102296
		21 11 EEI 1E	2011				,		
Project:		Action	Pre-Revis Federal F	unds Fed	st-Revisio	ls Fe	ange in deral Fund	ls Per	centage Change
13-10-0014 IDOT Division of Public & Intermodal Trans	•	New Exempt	(000)	(00 \$19		(0	00)		
Various Locations FROM (REGIONWIDE) Rail/Hwy Grade C Completion Year: Unspecified	rossing Mitigation - I	INE Illinois							
	ROAD CROSSING IM	1PROVEMENTS							
	Project Phase	FFY Total Cos		_					
RLRIP	IMPLEMENTATION	10 2435	1948	Proje	ct Citations	for NE II	iinois in PL :	111-117 (ŀ	H Report 111-366)
Project: Action F	Pre-Revision Federal Funds 000)	Post-Rev Federal F (000)			nge in eral Funds))	5	Perce	ntage Ch	ange
18-06-0552 Metra New Exempt On UPR West Line aat First Street and Larch in Elmhurst, 1	il. AT	\$0							
Completion Year: 2014 Project Work Types After Revision:	PARKING - FX	PAND NUMBER OF	SPACES						
Financial Data After Revision	Fund Source			FF	Y Tota	al Cost	Feder	al Cost	Segment
	ILLT	-	NTATION	10			0		4475
_	ha Bouleler	Davit D	dele-	OI:	nao !				
	re-Revision	Post-Rev	ISION	cna	nge in				

Pre-Revision Post-Revision Change in

•	ction	Federal Funds (000)		Federal (000)	Funds	Federa (000)	al Funds	Per	centage Ch	ange
8-97-0202 Metra Ne elmont Road between Prairie Ave	ew Exempt	Downers Grove AT O	n tha	\$0 BNSE Pailroad	at Belmont I	Poad hetween I	Prairie Aveni	e and Hitchco	ck Avenu	
completion Year: Unspecified	and michicock Ave	, Downers Grove AT O	II UIC	DIVOI Railload	, at Deliniont i	Nodu Detween i	Tallic Avene	ic and michico	CK AVCIIU	
Project Work Types After Revis	ion:	Highway/Ro	oad - F	Railroad Grade	Separation					
Financial Data After Revision		Fund Sour	ce	Project	Phase	FFY	Total Co	ost Fed	leral Cost	Segment
		ILLT			ENTATION	10	6000	0		2933
		ICC			ENTATION	10	12000	0		2933
		ILL		IMPLEM	ENTATION	10	19743	0		2933
	ction	Pre-Revision Federal Funds (000)		Post-Re Federal (000)		Chang Federa (000)	e in al Funds	Per	centage Ch	ange
L8-97-0520 Metra Ne Cicero Avenue AT Cicero Avenue an	ew Exempt	ctoro Data From Histor	v Eilo	\$0						
Completion Year: 2015	iu bivoi Tracks ke	store Data From Flistor	y i lie							
Project Work Types After Revis	ion:	STATION -	RELO	CATE						
Financial Data After Revision		Fund Sour	ce	Project	Phase	FFY	Total Co	ost Fed	leral Cost	Segmen
		ILLT		IMPLEM	ENTATION	10	6500	0		2880
Project:		Actio	on	Pre-Revision	nds Fe	ost-Revision ederal Funds	Fede	nge in eral Funds	Percent	tage Change
04-10-0007 IDOT District 1 Di	vision of Highways	Delet	ion	(000)	\$0)00))	(000)		
ELMHURST RD FROM AT HIGGINS					,					
Completion Year: Unspecified						O. B. O				
Project Work Types After Revis Financial Data After Revision	ion:	BRIDGE/ST Fund Sour		URE - RECONS Project	•	CHNG IN #, W	/DTH, OR LA Total Cost	NE Federa	ol Cost	Segment
manciai vata Aitei Revision		ILL	CE	-	RUCTION		120	redera	ii CUSL	1783490000
Project:		e-Revision deral Funds		Post-Revision		Change in Federal F		Perce	entage Chai	nge
•		00)		(000) \$286		(000)			- '	
PED FAC-JUSTICE-79TH ST SIDEW		(COOK/Justice) TO RO	BERTS		ustice)					
Completion Year: Unspecified		, , ,		, ,,,,	•					
Project Work Types After Revis	ion:	PEDESTRIAN F	ACILIT	ΓΥ						
Financial Data After Revision		Fund Source		Project Pha		FFY	Total Cos		al Cost	Segment
		CMAQ		IMPLEMENTA	TION	CMAQ A	358	286		ENG2/CONST
Project:	Action Fe	re-Revision ederal Funds 00)		Post-Revision Federal Fun (000)		Change ii Federal F (000)		Perce	entage Chai	nge
L0-10-0004 CMAP [Diesel Retrofit Project FROM (LAKE)	Deletion)			\$23						
Completion Year: Unspecified	ione	MICCELLANG	טווכ	EVEMBT PROT	ECTC					
Project Work Types After Revis Financial Data After Revision	IUN:	Fund Source		Project Pl		FFY	Total	Cost Fo	deral Cost	Segmer
manciai bata Aitei Revision		CMAQ	•	IMPLEMEN		CMAQ A	28	23		Segmen
				D	-Povicion	Doct Day	ricion (Change in		
Project:		Action	1		-Revision leral Funds	Post-Rev Federal F (000)	unds	Change in Federal Fund (000)	s Perce	entage Change
04-10-0005 IDOT Office of Plan	ıning & Programmi	ng Phase	s Char	-	-	\$3970		\$ 3950	19750	0%
Oak Park FROM Various Locations (COOK/Oak Park) a	nd Roosevelt Rd								
Completion Year Before Revision										
Completion Year After Revision Project Work Types Before	·									
Revision:	BICYCLE FACIL	ПҮ								
Project Work Types After Revision:	HIGHWAY/ROA HIGHWAY/ROA	- LANDSCAPING D - RESURFACE (WIT D - DIRECTIONAL/INF JS - EXEMPT PROJECT:	ORMA							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Co	st Segment	:			
	EnRA	IMPLEMENTATION	10	25	20	Communit	ty Bike Signa	ge		
Financial Data After Revision	Fund Source	Project Phase	FFY		Federal Co	_				
	EnRA	IMPLEMENTATION	10	25	20		ty Bike Signa	-		
	STP-E ILL	CONSTRUCTION CONSTRUCTION	10 10	6444 3000	3950 0		Rd - include Rd - \$1.8M		\$1.2M - road	improvements
				Pre-Revision		st-Revision	Chan			
		Action		Federal Fund	ls Fed	deral Funds	Feder	al Funds	Percent	age Change
Project:				(000)	(00	00)	(000))		
Project: DB-09-0012 DuPage Council o	f Mayors	Phases Changed		(000) \$1090	(0 0 \$15	-	(000) \$ 438		40.18%	

Project Work Types Before Revision: BICYCLE FACILITY Project Work Types After Revision:

PEDESTRIAN FACILITY BICYCLE FACILITY PEDESTRIAN FACILITY

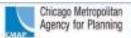
Financial	Data	Before	
Revision			

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	12	1454	1090	
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	12	1454	1090	
STP-E	IMPLEMENTATION	10	548	438	102350

 $\label{thm:conditional} \mbox{Gray Financial Data Records are for informational purposes only and not included in the TIP.}$

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		No	n-Exempt	Modif	ication					
Project: Action		Pre-Revision Post-Revis Federal Funds Federal Fu (000) (000)			l (Change in Federal Funds (000)		Percentage Change		
2-09-0002	Modification	\$220	\$220		9	\$ 0	0%			
child in the infill Station A completion Year Before Revision										
ompletion Year After Revision	on: 2012									
oject Work Types Before Re		STATION - NEW								
oject Work Types After Rev nancial Data Before	ISION:	STATION - NEW								
evision		Fund Source	Project Ph		FFY	Total Cos		Cost Segmen		
		CMAQ	ENGINEERI		CMAQ A		220			
inancial Data After Revision		Fund Source CMAQ	Project Ph ENGINEERI		FFY 10	Total Cos 275	st Federal (220	Cost Segmen		
oject:		Action	Feder	evision al Funds	Federa	al Funds Fe	hange in ederal Funds	Percentage Change		
3-00-0016 IDOT District 1 [Division of Highway	ys Modific	(000) ation \$1560		(000) \$15600	•	000) 0	0%		
ES PLAINES RIVER RD FROM US	-	OK) TO DEVON AVE (CO	OOK)							
ompletion Year Before Revisompletion Year After Revision										
ompletion Year After Revision Toject Work Types Before Re		HIGHWAY/ROAD - F	RECONST WITH (HANGE IN	USE OR WID	TH OF LANE				
-		SIGNALS - INTERCO	NNECTS AND TI	MING						
roject Work Types After Rev	ision:	HIGHWAY/ROAD - F SIGNALS - INTERCO			USE OR WID	TH OF LANE				
nancial Data Before		Fund Source	Project Ph		FFY	Total Cost	Federal Cost	Segment		
evision		STP-U	CONSTRUCT		11	19500	15600	1-71372-0114		
		ILL	CONSTRUCT		10	14000	0	1-71372-0114		
nancial Data After Revision		Fund Source	Project Ph		FFY	Total Cost	Federal Cost	Segment		
		STP-U	CONSTRUCT		13	19500	15600	1-71372-0100		
		ILL	CONSTRUCT	ION	10	14000		1-71372-0114		
oject:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds		Change in Federal Funds (000)		Percentage Change		
1-99-0003 CMAP	Modification	(000) \$17	(000) \$17			(000) \$ 0	0%			
TH AVE FROM US 20 LAKE ST (7							
ompletion Year Before Revis										
ompletion Year After Revision Toject Work Types Before Re		BRIDGE/STRUCTU	JRE - NEW							
.,		MISCELLANEOUS	- EXEMPT TESTE							
oject Work Types After Rev	ision:	HIGHWAY/ROAD MISCELLANEOUS								
oject from Types After Rev	1313111	HIGHWAY/ROAD	- CORRIDOR IMP	ROVEMENT						
nancial Data Before		Highway/Road - R					2			
evision		Fund Source	Project I		FFY			-		
		TBD	CONSTRU		MYE		29760	GS6		
nancial Data After Revision		CMAQ Fund Source	ENGINEE Project I		10 FFY	21 Total Cost	17 Federal C	GS6 ost Segment		
		CMAQ	ENGINEE		10	21	17	GS6		
		TBD	CONSTRU	JCTION	MYE	37200	29760	GS6		
		Pre-Revision	Doc+-	Revision		Change in				
Project: Action		Federal Funds	Feder	Federal Funds		Federal Funds	Percen	tage Change		
1-99-0004 CMAP	Modification	(000) \$2046	(000) \$2046			(000) \$ 0	0%			
F99-0004 CMAP TH AVE FROM IL 64 NORTH AV			\$2U 1 0		:	ψU	U70			
ompletion Year Before Revis	ion: 2012	2. (230.1)								
ompletion Year After Revision		HWAY/ROAD - CORRIDO	OR IMPROVEMEN	Т						
roject Work Tunes Refore De		HWAY/ROAD - CORRIDO								
			t Phase	FFY	Total Cost	Federal Co	st Segment			
roject Work Types After Rev nancial Data Before	run	-						ADDLV FOR CMAA		
oject Work Types After Rev nancial Data Before	~	NQ ENGINI	EERING-II CQUISITION	10 10	700 1500	560 1200	INTEND TO	APPLY FOR CMAQ		
roject Work Types After Rev nancial Data Before	CMA CMA	NO RUM A			308	246				
roject Work Types After Rev nancial Data Before	CMA CMA CMA	-	RUCTION	12	300					
roject Work Types After Rev nancial Data Before	CMA	AQ CONST	RUCTION EERING-I	12 09	50	40	E-I and Su	pplemental		
roject Work Types After Rev nancial Data Before evision	CMA CMA CMA Fun	AQ CONST AQ ENGINI d Source Project	EERING-I t Phase	09 FFY	50 Total Cost	Federal Co	st Segment			
roject Work Types Before Re roject Work Types After Rev inancial Data Before evision	CMA CMA CMA Fun CMA	AQ CONST AQ ENGINI Ad Source Projec AQ ENGINI	EERING-I t Phase EERING-I	09 FFY 10	50 Total Cost 50	Federal Co	Segment E-I and Su	pplemental		
roject Work Types After Rev inancial Data Before evision	CMA CMA CMA Fun	AQ CONST AQ ENGINI Ad Source Project AQ ENGINI	EERING-I t Phase	09 FFY	50 Total Cost	Federal Co	Segment E-I and Su			

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Spect Work Types After Revision: HIGHWAY/ROAD - WIDE Float MARS - WIDE Float After Revision: HIGHWAY/ROAD - AFTER Float MARS - WIDE Floa											
Section Page	roject Work Types Before Revision:				RESURFAC	CE					
Pund	roject Work Types After Revision:	HIGHWAY/RO	AD - WIDEN	LANES AND F	RESURFAC	Œ					
Private Source Project Phase Private Private Private Cost Private Cost Segment	nancial Data Refere	HIGHWAY/RO	AD - ADD LA	NES							
SIP-L COMSTRUCTION 13 3125 2500	evision	Fund Source	. P	roject Phas	е	FF	/ Tota	l Cost	Federa	l Cost	Segment
Martination											
Private Priv								5			
Martination	inancial Data After Berisian							d Coot		l Cock	Commont
MPT-ALC CONSTRUCTION 10 3175 20 10 10 10 10 10 10 10	mancial Data After Revision			-				ii Cost		CUSE	Segment
STP-L CONSTRUCTION								5			
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Second Fund					lvo Boule	olon.	Doct Do	delen	Chango in		
19 IRVAINOR PARK RD PROM YORK RD (DUMACE) myletion Year Refere Revision: 2015 myletion Year Refere Revision: 2015 myletion Year Refere Revision: HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGAMENT (E.G. CLEARANCE) myletion Year Refere Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT E.G. CLEARANCE	oject:		Act	ion F	ederal F		Federal		Federal Fur	ıds	Percentage Chang
Mighton Year After Revision: 2015		•	Mod	lification \$	0		\$0		\$ 0		
HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - INTERSECTION MIRROVEMENT Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - INTERSECTION MIRROVEMENT Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment HIGHWAY ROAD - VERTICAL HORZONTAL ALGNMENT (E.G. CLEARANCE) Fideral Cost Segment Fideral Cost F	ompletion Year Before Revision: 2015	E)									
BRIDGE/STRUCTURE - NEW	•	HICHWAY/DOAG	- VEDTICAL	/HODITONITA	I ALCAIM	ENT /E C	CLEADAN	CE)			
HIGHWAY/ROAD - NETTECK-ITON/RORZONTAL ALGONNENT (E.G. CLEARANCE) Segment	roject work Types before Revision:	BRIDGE/STRUCT	ΓURE - NEW			ENI (E.G.	CLEAKAN	CE)			
Fund Source Project Phase Fey Total Cost Pederal Cost Segment	roject Work Types After Revision:	HIGHWAY/ROAD HIGHWAY/ROAD	- VERTICAL - INTERSEC	/HORIZONTA	L ALGNMI	ENT (E.G.	CLEARAN	CE)			
ILL	inancial Data Before			ect Phase		FFY	Total	Cost	Federal (Cost	Segment
TED	evision	TLI	FNG	INFERING-II		09	2000		0		
ILL ENGINEERING-II 09 4000 0 1771580002 50 50 50 50 50 50 50					١)			
ILL ENGINEERING-II 09											1771580002
ILL ENGINEERING-IT 0.9 2.000 0.0	inancial Data After Revision	Fund Source						Cost	Federal (Cost	
TBD		ILL	ENG	NEERING-II		09	4000		0		1771580002
Second Property								,			
		עסו	IIMPL	LMENTATION	N	MITB	02100	,	32080		
Reconstruction Property Property Reconstruction Property	roject:	Act	tion	Federal Fu		Federa		Fed	eral Funds	Pei	rcentage Change
Second S	_ 38 ROOSEVELT RD FROM UP GENEVA SUBDIN	•		\$1600		\$1600		\$ 0		0%	
MISCELLANEOUS - PROJECT TYPES NOT LISTED Highway/Road - Railroad Grade Separation											
Highway/Road - Railroad Grade Separation	roject Work Types Before Revision:			S NOT LISTE	D						
STP-U CONSTRUCTION MYB 33600 26407 1-90071-0100 (GS-25)	roject Work Types After Revision:				D						
STP-U CONSTRUCTION MYB 33600 26407 1-90071-0100 (GS-25)	inancial Data Before	Fund Source	Project Ph	ase	FFY	' Tota	l Cost	Feder	al Cost	Segm	ent
CMAQ	evision	STP-U	CONSTRUCT	TON	MYE	3 3360	00	26407		1-9007	71-0100 (GS-25)
ILL ENGINEERING MYB 2300 1-90071-0104 ILL ROW ACQUISITION 12 5000 1-90071-0102 ILL ENGINEERING MYB 2000 1-90071-1102 ILL ENGINEERING MYB 2000 1-90071-1104 CMAQ ENGINEERING-II 09 1369 1095 AWARDED Fund Source Project Phase FFY Total Cost Federal Cost Segment CMAQ ENGINEERING-II 09 1369 1095 AWARDED STP-U CONSTRUCTION MYB 33600 26407 1-90071-0100 (GS-25) CMAQ ENGINEERING-II 10 631 505 Remainder ILL ROW ACQUISITION 11 4300 1-90071-0102 ILL ENGINEERING MYB 2300 1-90071-0104 ILL ENGINEERING MYB 2300 1-90071-0104 ILL ENGINEERING MYB 2000 1-90071-1102 ILL ENGINEERING MYB 2000 1-90071-1104 ILL ENGINEERING MYB 2000 1-90071-1104 Change in Federal Funds Federal Funds Federal Funds (000) 1-90071-1104 Change in Federal Funds Federal Funds (000) 1-90071-1104 Change in Federal Funds Federal Funds Federal Funds (000) 1-90071-1104 Change in Federal Funds Federal Funds Federal Funds (000) 1-90071-1104 CMAQ	evision										
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ILL ENGINEERING MYB 2000 1-90071-1104	evision	ILL)				
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Fund Source	evision	ILL ILL ILL	ROW ACQUI	ISITION NG ISITION	11 MYE 12	4300 3 2300 5000))			1-9007	
CMAQ ENGINEERING-II 09 1369 1095 AWARDED	evision	ILL ILL ILL	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII	ISITION NG ISITION NG	11 Mye 12 Mye	4300 3 2300 5000 3 2000))	1005		1-9007 1-9007	71-1104
STP-U CONSTRUCTION MYB 33600 26407 1-90071-0100 (GS-25)		ILL ILL ILL CMAQ	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII	ISITION NG ISITION NG NG-II	11 MYE 12 MYE 09	4300 5000 3 2000 1369)))		al Cost	1-9007 1-9007 AWARI	71-1104 DED
CMAQ ENGINEERING-II 10 631 505 Remainder		ILL ILL ILL ILL CMAQ Fund Source	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph	ISITION NG ISITION NG NG-II ase	11 MYE 12 MYE 09 FFY	4300 5000 5000 1369 Tota))) al Cost	Feder	al Cost	1-9007 1-9007 AWARI Segm	71-1104 DED ent
ILL ROW ACQUISITION 11 4300 1-90071-0102		ILL ILL ILL CMAQ Fund Source CMAQ	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph ENGINEERII	ISITION NG ISITION NG NG-II ase	11 MYE 12 MYE 09 FFY 09	4300 5000 5000 1369 7 Tota))) al Cost	Feder 1095	al Cost	1-9007 1-9007 AWARI Segm	71-1104 DED ent DED
ILL ROW ACQUISITION 12 5000 1-90071-1102 1-90071-1102 1-90071-1104 Pre-Revision Federal Funds (000) 500 \$000 \$0000000000000000000000000		ILL ILL ILL CMAQ Fund Source CMAQ STP-U	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph ENGINEERII CONSTRUCT	ISITION NG ISITION NG NG-II ase NG-II	11 MYE 12 MYE 09 FFY 09 MYE	4300 5000 5000 1369 7 Tota 1369 3 3360))) al Cost	Feder 1095 26407	al Cost	1-9007 1-9007 AWARI Segm AWARI 1-9007	71-1104 DED ent DED 71-0100 (GS-25)
ILL ENGINEERING MYB 2000 1-90071-1104 Pre-Revision Federal Funds (000) O1-0034 IDOT District 1 Division of Highways Modification \$0 \$0 \$0 20 LAKE ST FROM PLANK RD (KANE) TO WELD RD & @ OLD BARN RD (KANE)		ILL ILL ILL CMAQ Fund Source CMAQ STP-U CMAQ	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph ENGINEERII CONSTRUCT ENGINEERII	ISITION ING ISITION ING ING-II ase ING-II ITION ING-II	11 MYE 12 MYE 09 FFY 09 MYE	4300 5000 5000 1369 7 Tota 1369 3 3360 631))) al Cost)	Feder 1095 26407	al Cost	1-9007 1-9007 AWARI Segm AWARI 1-9007 Remain	71-1104 DED ent DED 71-0100 (GS-25) nder
Dject: Action Federal Funds (000) Post-Revision Federal Funds (000) Change in Federal Funds (000) Federal Funds (000) Federal Funds (000) Porcentage Change		ILL ILL ILL ILL CMAQ Fund Source CMAQ STP-U CMAQ ILL ILL	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph ENGINEERII CONSTRUCT ENGINEERII ROW ACQUI ENGINEERII	ISITION NG ISITION NG NG-II ase NG-II ITON NG-II ISITION NG-II	11 MYE 12 MYE 09 FFY 09 MYE 10 11	4300 5000 3 2000 1369 7 Tota 1369 631 4300 3 2300))))) (1) (2) (3) (4) (5) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7	Feder 1095 26407	al Cost	1-9007 1-9007 AWARI Segme AWARI 1-9007 Remail 1-9007	71-1104 DED ent DED 71-0100 (GS-25) nder 71-0102
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20 LAKE ST FROM PLANK RD (KANE) TO WELD RD & @ OLD BARN RD (KANE)	inancial Data After Revision	ILL ILL ILL ILL CMAQ Fund Source CMAQ STP-U CMAQ ILL ILL	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII Project Ph ENGINEERII ENGINEERII ROW ACQUI ENGINEERII ROW ACQUI	ISITION NG ISITION NG NG-II ase NG-II ITION NG-II ISITION NG-II ISITION NG	11 MYE 12 MYE 09 FFY 09 MYE 10 11 MYE	4300 5000 3 2000 1369 7 Tota 1369 3360 631 4300 5000)))) () () () () ()	Feder 1095 26407	al Cost	1-9007 1-9007 AWARI Segm : AWARI 1-9007 Remail 1-9007 1-9007	71-1104 DED ent DED 71-0100 (GS-25) inder 71-0102 71-0104 71-1102
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	inancial Data After Revision roject: 9-00-0034 IDOT District 1 Division of High	ILL ILL ILL ILL ILL ILL CMAQ Fund Source CMAQ STP-U CMAQ ILL ILL ILL ILL ILL ILL ILL ILL ILL IL	ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII Project Ph ENGINEERII CONSTRUCT ENGINEERII ROW ACQUI ENGINEERII ROW ACQUI ENGINEERII ENGINEERII	ISITION ING ISITION ING ING-II ITION ING-II ITION ING-II ISITION ING ISITION ING ISITION ING ING ING ING ING ING ING ING ING IN	11 MYE 12 MYE 09 FFY 09 MYE 10 11 MYE 12 MYE	4300 5000 1369 7 Tota 1369 3 3360 631 4300 3 2000 3 2000 Post-Federa (000)	al Cost	Feder: 1095 26407 505	nge in eral Funds	1-9007 1-9007 AWARI Segm : AWARI 1-9007 Remain 1-9007 1-9007	71-1104 DED ent DED 71-0100 (GS-25) nder 71-0102 71-0104 71-1102 71-1104

CMAP

Project Work Types Before Revision:

Items in Gray is Illustrative

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - WIDEN LANES AND RESURFACE **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING Financial Data Before **Fund Source Project Phase** FFY Total Cost Federal Cost Segment ILL CONSTRUCTION 10 1850 n 1765990100 ILL ROW ACQUISITION MYB 200 0 1765990516 **Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost** Segment CONSTRUCTION 1850 0 1765990100 TII 10 1765990516 ILL **ROW ACQUISITION** MYB 200 0 **Pre-Revision** Post-Revision Change in Project: Percentage Change Action **Federal Funds** Federal Funds Federal Funds (000) (000)(000)09-05-0002 \$1342 \$1342 \$0 CMAP Modification IL 31 LAKE ST FROM INDIAN TRAIL RD (KANE) TO GALE ST (KANE) Completion Year Before Revision: 2010 Completion Year After Revision: **Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING SIGNALS - INTERCONNECTS AND TIMING **Project Work Types After Revision:** SIGNALS - MODERNIZATION **Financial Data Before** Fund Source **Project Phase** FFY Total Cost Federal Cost Segment Revision CMAQ 1678 CONSTRUCTION 10 1342 Financial Data After Revision Fund Source **Project Phase** FFY Total Cost Federal Cost Segment CMAQ CONSTRUCTION 10 1678 1342 Includes E3 ILL CONSTRUCTION 0 10 146 **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000) (000)Modification IDOT District 3 Division of Highways \$0 \$0 IL 71 Stagecoach Trail FROM IL 47 ILL 47 (KENDALL/Yorkville) TO FAU 3792 Orchard Road (KENDALL/Oswego) **Completion Year Before Revision: 2015** Completion Year After Revision: **Project Work Types Before Revision:** $\mbox{\sc highway/road}$ - Reconst with change in use or width of lane $\mbox{\sc bridge/structure}$ - Replace HIGHWAY/ROAD - ADD LANES **Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - ADD LANES **Financial Data Before Project Phase Fund Source** FFY **Total Cost Federal Cost** Seament Revision ILL ENGINEERING-I 11 800 ENGINEERING-II 1400 ILL 13 0 ILL ROW ACQUISITION 13 2000 ILL ROW ACQUISITION MYB 2000 ROW ACQUISITION MYB 3000 ILL CONSTRUCTION 42400 STP-R MYB 53000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ILL ENGINEERING-I 11 800 0 ENGINEERING-II 1400 ILL 13 0 TLL ROW ACOUISITION 13 2000 ILL ROW ACQUISITION MYB 2000 ROW ACQUISITION MYB 3000 ILL STP-R CONSTRUCTION MYB 53000 42400 Pre-Revision Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000) (000)(000)IDOT District 3 Division of Highways Modification \$33200 \$33200 0% \$ 0 IL 47 Bridge Street FROM FAU 3793 Kennedy Road (KENDALL/Yorkville) TO IL 71 Stagecoach Trail (KENDALL/Yorkville) **Completion Year Before Revision: 2012 Completion Year After Revision:** HIGHWAY/ROAD - ADD LANES **Project Work Types Before Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - WIDEN LANES AND RESURFACE **Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - WIDEN LANES AND RESURFACE SAFETY - RAILROAD CROSSING IMPROVEMENTS **Financial Data Before Fund Source** FFY **Total Cost** Federal Cost Segment Revision **HPPLU** ROW ACQUISITION 10 3000 2400 HPPLU ROW ACQUISITION 11 4000 1600 NHS CONSTRUCTION 12 36500 29200 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION 12 36500 29200 NHS HPPLU **ROW ACQUISITION** 10 2400 3000 HPPLU **ROW ACQUISITION** 11 4000 1600

Project:

Pre-Revision

Federal Funds

Action

Post-Revision

Federal Funds

Change in

Federal Funds

Percentage Change

(000) (000)(000)09-99-0102 Kane County Division of Transportation Modification \$0 \$0 \$0 LA FOX RD BYPASS TO BUNKER RD AT Completion Year Before Revision: 2015 Completion Year After Revision: **Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW **Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD Highway/Road - Railroad Grade Separation **Financial Data Before Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment Revision GEN-OP CONSTRUCTION 11 5000 0 3783 GEN-OP ROW ACQUISITION 10 400 0 GEN-OP ENGINEERING-II 300 10 0 GEN-OP CONSTRUCTION 10 500 0 3783 CONSTRUCTION 11 6500 3783 ILL 0 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament ILL CONSTRUCTION 11 6500 Λ 3783 GEN-OP CONSTRUCTION 11 5000 0 3783 GEN-OP **ROW ACQUISITION** 400 10 0 GEN-OP ENGINEERING-II 10 300 0 GEN-OP CONSTRUCTION 10 500 0 3783 Pre-Revision Post-Revision Change in Project: Action Federal Funds **Federal Funds** Federal Funds **Percentage Change** (000) (000)(000)11-00-0201 McHenry County Division of Transportation Modification \$7675 \$7675 \$0 0% IL 31 ALGONQUIN BYPASS FROM NORTH OF RAKOW RD (MCHENRY) TO HUNTINGTON AVE / IL RT 31 (MCHENRY) Completion Year Before Revision: 2013 **Completion Year After Revision:** INTERCHANGE - NEW **Project Work Types Before** BRIDGE/STRUCTURE - NEW Revision: HIGHWAY/ROAD - NEW ROAD Project Work Types After Revision: INTERCHANGE - NEW BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD Financial Data Before Fund Source Project Phase FFY Total Cost Federal Cost Segment Revision CMAQ CONSTRUCTION MYB 395 316 HPP ROW ACOUISITION 10 5656 4525 TEA21:ALGON BY 1763080109 HPP CONSTRUCTION 7620 SAFETEA; IL 31 ADDLANES 1766810000 MYB 6096 HPP ROW ACQUISITION ILL 31(N JCT) TO ILL 31 (S JCT) 1763080120 10 1938 1550 ILL ROW ACQUISITION MYB 8000 31(N JCT) TO ILL 31 (S JCT) 1763080110 ILL CONSTRUCTION 11 59000 31(N JCT) TO ILL 31 (S JCT) 1763080100 ILL CONSTRUCTION 16000 31(N JCT) TO ILL 31 (S JCT) 1763080104 GRADING 10 ILL ENGINEERING 31(N JCT) TO ILL 31 (S JCT) 1763080200 12 7500 HPP ROW ACQUISITION 09 2000 1600 TEA21; ALGON BY FROM S TERM W, 1763080119 Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment HPP ROW ACQUISITION 2000 1600 TEA21; ALGON BY FROM S TERM W, 1763080119 09 CMAO CONSTRUCTION MYR 395 316 S-TIM ROW ACQUISITION TEA21;ALGON BY 1763080109 HPP HPP CONSTRUCTION 7620 6096 SAFETEA; IL 31 ADDLANES 1766810000 MYB HPP ROW ACOUISITION 10 1938 1550 ILL 31(N JCT) TO ILL 31 (S JCT) 1763080120 ILL ROW ACQUISITION MYB 8000 31(N JCT) TO ILL 31 (S JCT) 1763080110 ILL CONSTRUCTION 11 59000 31(N JCT) TO ILL 31 (S JCT) 1763080100 CONSTRUCTION 16000 31(N JCT) TO ILL 31 (S JCT) 1763080104 GRADING TII 10 ILL **ENGINEERING** 12 7500 31(N JCT) TO ILL 31 (S JCT) 1763080200 Post-Revision Pre-Revision Change in Federal Funds (000) Federal Funds (000) Project: Action Federal Funds Percentage Change (000) 3.05% 11-09-0015 McHenry County Council of Mayors Modification \$262 \$270 \$8 US 14 Virginia Street FROM FAU 119 Dole Avenue (MCHENRY) TO Keith Avenue (MCHENRY) **Completion Year Before Revision: 2010 Completion Year After Revision:** SIGNALS - MODERNIZATION **Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING **Financial Data Before Fund Source Project Phase** FFY Total Cost Federal Cost Segment LRA CONSTRUCTION 10 665 262 **Financial Data After Revision** Federal Cost **Fund Source** Project Phase FFY **Total Cost** Segment LRA CONSTRUCTION 10 665 270 **Pre-Revision** Post-Revision Change in Project: Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)CMAP Modification \$1012 \$1012 \$0 0% New Romeoville Metra Station and Parking AT Completion Year Before Revision: 2013

Completion Year After Revision: 2013						
Project Work Types Before Revision:	STATION - NEW					
Project Work Types After Revision:	STATION - NEW					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	ENGINEERING-II	CMAQ A	144	120	
	CMAQ	CONSTRUCTION	CMAQ A	974	812	FFY13
	CMAQ	ENGINEERING-I	CMAQ A	100	80	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	ENGINEERING-I	10	100	80	
	CMAQ	ENGINEERING-II	11	144	120	
	CMAQ	CONSTRUCTION	13	974	812	FFY13

Gray Financial Data Records are for informational purposes only and not included in the TIP.

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						-	
roject:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	F	Change in Federal Funds 1000)	Percenta	nge Change
1-02-0027 CMAP	Change	\$2307	\$2307	\$	0	0%	
50 CICERO AVE SMART CORR			TO 63RD ST (COOK)				
ompletion Year Before Revisionpletion Year After Revision							
roject Work Types Before R	-	MISCELLANEOUS -	EXEMPT PROJECTS				
Project Work Types After Rev	ision:	MISCELLANEOUS -	EXEMPT PROJECTS				
inancial Data Before Revision		Fund Source	Project Phase	FFY 7	Total Cost	Federal Cost	Segment
evision		STP-L	CONSTRUCTION	09	1114	208	
		CMAQ	CONSTRUCTION		2623	2099	IMPLEMENTATION
inancial Data After Revision		Fund Source	Project Phase		Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION		1114	208	
		CMAQ	CONSTRUCTION	10 2	2623	2099	IMPLEMENTATION
Project:	Action	Pre-Revision Federal Funds	Post-Revision Federal Funds	F	Change in Sederal Funds	Percenta	nge Change
01-04-0002 CMAP	Change	(000) \$8211	(000) \$8211	-	000) .0	0%	
B5TH ST BIKE-PED BRIDGE FROI		40211	40CII	7		0.70	
Completion Year Before Revision		ified					
Completion Year After Revisi	on: Unspec	ified					
Project Work Types Before Re Project Work Types After Rev		BICYCLE FACILITY BICYCLE FACILITY					
inancial Data Before	131011.				, T-1-1-	p. 4 1 0 . 1	
Revision		Fund Source	Project Phase	FFY		Federal Cost	Segment
		CMAQ	IMPLEMENTATION	09	1463	1171	ENG-2/CONST
inancial Data After Revision		CMAQ Fund Source	CONSTRUCTION Project Phase	09 FF)	8800 Total Cost	7040 Federal Cost	Segment
mancial Data After Revision		CMAQ	IMPLEMENTATION	10	1463	1171	ENG-2/CONST
		CMAQ	CONSTRUCTION	10	8800	7040	,
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	F	change in ederal Funds 000)	Percenta	nge Change
01-05-0002 CMAP	Change	\$1567	\$1567	\$	0	0%	
1 ST BICYCLE-PEDESTRIAN BRI		•					
Completion Year Before Revisionpletion Year After Revision							
		BICYCLE FACILITY					
roject Work Types Before R	evision:						
roject Work Types After Rev		BICYCLE FACILITY					
Project Work Types After Rev Financial Data Before		BICYCLE FACILITY Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
Project Work Types After Rev Financial Data Before		Fund Source	Project Phase IMPLEMENTATION		Fotal Cost 1999	Federal Cost	_
Project Work Types After Rev Financial Data Before			-	09			Segment ENG1/ENG2/CONST
Project Work Types After Rev Financial Data Before Revision	rision:	Fund Source CMAQ CMAQ Fund Source	IMPLEMENTATION IMPLEMENTATION Project Phase	09 09 FFY	1999 525 Fotal Cost	1067 500 Federal Cost	ENG1/ENG2/CONST Segment
Project Work Types After Rev Financial Data Before Revision	rision:	Fund Source CMAQ CMAQ Fund Source CMAQ	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION	09 09 FFY	1999 525 Fotal Cost 1999	1067 500 Federal Cost 1067	ENG1/ENG2/CONST
Project Work Types After Rev Financial Data Before Revision	rision:	Fund Source CMAQ CMAQ Fund Source	IMPLEMENTATION IMPLEMENTATION Project Phase	09 09 FFY	1999 525 Fotal Cost	1067 500 Federal Cost	ENG1/ENG2/CONST Segment
Project Work Types Before Re Project Work Types After Rev Financial Data Before Revision Financial Data After Revision	rision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ CMAQ Pre-Revision Federal Funds	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds	09 09 FFY 13 13	1999 525 Fotal Cost 1999 525 Change in Gederal Funds	1067 500 Federal Cost 1067 500	ENG1/ENG2/CONST Segment
Project Work Types After Rev Financial Data Before Levision Financial Data After Revision	vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ CMAQ Pre-Revision Federal Funds (000)	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000)	09 09 FFY 13 13	1999 525 Fotal Cost 1999 525 Change in ederal Funds 000)	1067 500 Federal Cost 1067 500	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST
Project Work Types After Revision Financial Data Before tevision Financial Data After Revision Project: 11-06-0002 CMAP	Action Change	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357	09 09 FFY 13 13	1999 525 Fotal Cost 1999 525 Change in rederal Funds 000)	1067 500 Federal Cost 1067 500 Percenta 0%	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change
Project Work Types After Revision Financial Data After Revision Froject: 1-06-0002 CMAP 3RD ST FROM CN/METRA ELECT Completion Year Before Revision	Action Change TRIC TRACKS sion: Unspec	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357	09 09 FFY 13 13	1999 525 Fotal Cost 1999 525 Change in rederal Funds 000)	1067 500 Federal Cost 1067 500 Percenta 0%	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change
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Project Work Types After Revision Project: Project: Project: Project: Project: Project: Proper Sar FROM CN/METRA ELECTOMPLETON Year After Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspec on: Unspec evision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT BICYCLE FACILT	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI	09 09 FFY 13 13 13	1999 5225 Fotal Cost 1999 525 Change in ederal Funds 00) 0	1067 500 Federal Cost 1067 500 Percenta 0% OVER CN/METRA ELEC	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change CTRIC TRACKS AND LAKE
Project Work Types After Revision Project: Project: Project: Project: Project: Project: Proper Sar FROM CN/METRA ELECTOMPLETON Year After Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspec on: Unspec evision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT Fund Source	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI	09 09 FFY 13 13 13 (CYCLE-PEDI	1999 525 Fotal Cost 1999 525 Change in ederal Funds 00 0 ESTRIAN BRIDGE	1067 500 Federal Cost 1067 500 Percenta 0% OVER CN/METRA ELEC	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change
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Project Work Types After Revision Project: Project: Project: Project: Project: Project: Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspec on: Unspec evision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT Fund Source	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI	09 09 FFY 13 13 13 (CYCLE-PEDI	1999 525 Fotal Cost 1999 525 Change in ederal Funds 00 0 ESTRIAN BRIDGE	1067 500 Federal Cost 1067 500 Percenta 0% OVER CN/METRA ELEC	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change CTRIC TRACKS AND LAKE
Project Work Types After Revision Project: 11-06-0002 CMAP 3RD ST FROM CN/METRA ELECT Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspecton: Unspecton: Unspecton: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI iffied BICYCLE FACILT BICYCLE FACILT Fund Source OTH HPP	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI TY TY Project Phase CONSTRUCTION CONSTRUCTION	09 09 FFY 13 13 13 (CYCLE-PEDI	1999 525 Fotal Cost 1999 525 Change in ederal Funds 00 CSTRIAN BRIDGE Total Cost 4000 600	1067 500 Federal Cost 1067 500 Percenta 0% OVER CN/METRA ELEC Federal Cost 0 480	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST Age Change CTRIC TRACKS AND LAKE Segment
Project Work Types After Revision Project: 11-06-0002 CMAP 3RD ST FROM CN/METRA ELECT Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspecton: Unspecton: Unspecton: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT BICYCLE FACILT Fund Source OTH HPP CMAQ Fund Source OTH	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI FY TY Project Phase CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION	09 09 FFY 13 13 13 13 13 13 13 13 13 15 15 15 15 15 15 15 15 15 15 15 15 15	1999 525 Fotal Cost 1999 525 Change in Gederal Funds 6000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000	Federal Cost 0% OVER CN/METRA ELECT Federal Cost 0 480 877 Federal Cost 0	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST Age Change CTRIC TRACKS AND LAKE Segment ENG2/CONST
roject Work Types After Revision inancial Data Before tevision inancial Data After Revision project: 1-06-0002 CMAP 3RD ST FROM CN/METRA ELECT Completion Year Before Revision project Work Types Before Revision project Work Types After Revision	Action Change TRIC TRACKS sion: Unspecton: Unspecton: Unspecton: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT Fund Source OTH HPP CMAQ Fund Source OTH HPP CMAQ Fund Source OTH HPP	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	09 09 FFY 13 13 13 CYCLE-PEDI FFY 10 10 09 FFY 10 10	1999 525 Fotal Cost 1999 525 Change in 6000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000 600	Federal Cost 0% OVER CN/METRA ELECT Federal Cost 0 480 877 Federal Cost 0 480	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST DESCRIPTION OF THE PROPERTY
Project Work Types After Revision Financial Data Before tevision Froject: 101-06-0002 CMAP 13RD ST FROM CN/METRA ELECT Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspecton: Unspecton: Unspecton: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT BICYCLE FACILT Fund Source OTH HPP CMAQ Fund Source OTH	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI FY TY Project Phase CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION	09 09 FFY 13 13 13 13 13 13 13 13 13 15 15 15 15 15 15 15 15 15 15 15 15 15	1999 525 Fotal Cost 1999 525 Change in Gederal Funds 6000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000	Federal Cost 0% OVER CN/METRA ELECT Federal Cost 0 480 877 Federal Cost 0	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST Age Change CTRIC TRACKS AND LAKE Segment ENG2/CONST
Project Work Types After Revision Financial Data Before Revision Froject: D1-06-0002 CMAP B3RD ST FROM CN/METRA ELECT Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Financial Data Before Revision	Action Change TRIC TRACKS sion: Unspec on: Unspec evision: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI iffied BICYCLE FACILT Fund Source OTH HPP CMAQ Pre-Revision	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI TY TY Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING POST-REVISION	09 09 FFY 13 13 13 (CYCLE-PEDI CYCLE-PEDI 10 10 10 10 13	1999 525 Fotal Cost 1999 525 Change in rederal Funds 000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000 600 1096 Change in	Federal Cost 0% OVER CN/METRA ELEC Federal Cost 0 480 877 Federal Cost 0 480 877	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST Segment ENG2/CONST Segment ENG2/CONST Segment
Project Work Types After Rev Financial Data Before Revision Financial Data After Revision	Action Change TRIC TRACKS sion: Unspecton: Unspecton: Unspecton: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI ified BICYCLE FACILT BICYCLE FACILT Fund Source OTH HPP CMAQ Fund Source OTH HPP CMAQ Fund Source OTH HPP CMAQ Fund Source OTH FPP CMAQ Fund Source OTH FPP CMAQ Pre-Revision Federal Funds	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI TY TY Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING Post-Revision Federal Funds	09 09 FFY 13 13 13 (\$ \$ (CYCLE-PEDI 10 10 10 10 13	1999 525 Fotal Cost 1999 525 Change in Gederal Funds 000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000 600 1096 Change in Gederal Funds	Federal Cost 0% OVER CN/METRA ELEC Federal Cost 0 480 877 Federal Cost 0 480 877	ENG1/ENG2/CONST Segment ENG1/ENG2/CONST age Change CTRIC TRACKS AND LAKE: Segment ENG2/CONST Segment
Project Work Types After Revision Project: 11-06-0002 CMAP 3RD ST FROM CN/METRA ELECT Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision	Action Change TRIC TRACKS sion: Unspec on: Unspec evision: vision:	Fund Source CMAQ CMAQ Fund Source CMAQ CMAQ Pre-Revision Federal Funds (000) \$1357 (COOK) TO US 41 LAKE SI iffied BICYCLE FACILT Fund Source OTH HPP CMAQ Pre-Revision	IMPLEMENTATION IMPLEMENTATION Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000) \$1357 HORE DR (COOK) 43RD ST BI TY TY Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION ENGINEERING Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING POST-REVISION	09 09 FFY 13 13 13 (\$ \$CCYCLE-PEDIO FFY 10 10 09 FFY 10 10 13	1999 525 Fotal Cost 1999 525 Change in rederal Funds 000) 0 ESTRIAN BRIDGE Total Cost 4000 600 1096 Total Cost 4000 600 1096 Change in	Federal Cost 0% OVER CN/METRA ELEC Federal Cost 0 480 877 Federal Cost 0 480 877	Segment ENG1/ENG2/CONST Segment ENG1/ENG2/CONST Segment Segment ENG2/CONST Segment ENG2/CONST

MISCELLANEOUS - EXEMPT PROJECTS **Project Work Types Before Revision:** MISCELLANEOUS - EXEMPT PROJECTS **Project Work Types After Revision: Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CMAO IMPLEMENTATION 200 09 160 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment IMPLEMENTATION CMAQ 10 160 Pre-Revision Post-Revision Change in Federal Funds Percentage Change Project: Action Federal Funds Federal Funds (000)(000)(000)Change \$440 01-06-0013 Chicago Department of Transportation \$440 \$ 0 0% STATE ST FROM 39TH ST (COOK) TO 43RD ST (COOK) CHA @ Robert Taylor **Completion Year Before Revision: 2010** Completion Year After Revision: 2012 **Project Work Types Before Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE ENHANCEMENT - LANDSCAPING HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES **Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE ENHANCEMENT - LANDSCAPING HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES **Financial Data Before Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment Revision HPP CONSTRUCTION 10 550 440 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CONSTRUCTION 10 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Percentage Change Federal Funds (000)(000)(000)01-08-0004 CMAP Change \$80 \$0 0% CITY OF CHICAGO BIKE FLEET PROGRAM AT **Completion Year Before Revision:** Unspecified **Completion Year After Revision:** Unspecified **Project Work Types Before Revision:** MISCELLANEOUS - EXEMPT PROJECTS **Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CMAQ IMPLEMENTATION 09 100 80 **Financial Data After Revision Fund Source Project Phase FFY** Total Cost **Federal Cost** Segment CMAQ IMPLEMENTATION 10 100 80 **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)01-09-0027 IDOT District 1 Division of Highways Change \$1900 \$1900 \$0 STATE ST FROM 60TH ST (COOK/Chicago) 69TH ST Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Financial Data Before **Fund Source Project Phase Federal Cost FFY** Total Cost Segment Revision CONSTRUCTION HRA 09 1900 1900 1749390000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment 1749390000/AWARDED HRA CONSTRUCTION 09 1900 1900 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000)(000)01-09-0035 IDOT District 1 Division of Highways Change \$5042 \$ -5042 -100% \$0 IL 64 NORTH AVE FROM 1) ELMWOOD AVE TO RIDGELAND AVE (COOK/Chicago) TO 2) AUSTIN AVE TO ILL 50 (CICERO AVE) (COOK/Oak Park) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before** Fund Source **Project Phase FFY Total Cost Federal Cost** Segment Revision NHS CONSTRUCTION 10 6303 5042 1781350000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION 1-78135-0000 10 5735 **Pre-Revision** Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)01-09-0036 IDOT District 1 Division of Highways Change \$5042 \$2750 \$ -2292 -45.46% IL 50 CICERO AVE FROM 46TH ST (COOK/Chicago) TO MARQUETTE RD (COOK/Chicago)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

 Project Work Types Before Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

 Project Work Types After Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision Project: D1-09-0042 IDOT District 1 Division of Highways DEVON AVE FROM CENTRAL AVE (CARPENTER RD) (C Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: D1-09-0045 IDOT District 1 Division of Highways IL 19 IRVING PARK RD FROM RAVENSWOOD AVE (CC Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL OTH Action Change OOK/Chicago) TO US 41	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1017	FFY 10 Post-Rer Federal (000) \$0 colnwood) NE WIDENING FFY 10 10 FFY 10 10 Post-Rer Federal (000) \$0 Post-Rer Federal (000) \$0	Funds 5) Total Cost 2370 140 Total Cost 1975 140 vision Funds	Federal Cost 1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost Change in Federal Funds (000) \$ -1017	Segment 1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000 1-70103-0000 1-70103-0000
Project: D1-09-0042 IDOT District 1 Division of Highways DEVON AVE FROM CENTRAL AVE (CARPENTER RD) (C Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: D1-09-0045 IDOT District 1 Division of Highways IL 19 IRVING PARK RD FROM RAVENSWOOD AVE (CC Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL OTH Action Change DOK/Chicago) TO US 41	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION US 41 (NB) (COOK/Chica	FFY 10 Post-Rer Federal I (000) \$0 Colnwood) NE WIDENING FFY 10 10 10 F	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost 1975 140 vision Funds	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000 1-70103-0000 1-70103-0000
Revision Project: 10-09-0042 IDOT District 1 Division of Highways DEVON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before Revision Project: 10-09-0045 IDOT District 1 Division of Highways L 19 IRVING PARK RD FROM RAVENSWOOD AVE (CCompletion Year Before Revision: Unspecified	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL OTH Action Change	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1017	Post-Rev Federal (000) NE WIDENING FFY 10 10 Post-Rev Federal (000) NE WIDENING FFY 10 10 Post-Rev Federal (000) \$0	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost 1975 140 vision	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000 1-70103-0000 1-70103-0000
evision inancial Data After Revision roject: 1-09-0042 IDOT District 1 Division of Highways EVON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL OTH Action Change	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1017	Post-Rev Federal (000) NE WIDENING FFY 10 10 Post-Rev Federal (000) NE WIDENING FFY 10 10 Post-Rev Federal (000) \$0	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost 1975 140 vision	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000 1-70103-0000 1-70103-0000
evision mancial Data After Revision roject: -09-0042 IDOT District 1 Division of Highways EVON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified object Work Types Before Revision: oject Work Types After Revision: nancial Data Before evision mancial Data After Revision	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL OTH	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAT SURFACE (WITH NO LAT Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION TO Pre-Revision Federal Funds	FFY 10 Post-Rer Federal (000) \$0 colnwood) NE WIDENING FFY 10 10 FFY 10 Post-Rer Federal 10	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost 1975 140 vision	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000 1-70103-0000
oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified oject Work Types Before Revision: oject Work Types After Revision: ancial Data Before vision	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	Post-Rev Federal I (000) \$0 colnwood) NE WIDENING FFY 10 10 FFY 10 10 10	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost 1975 140	Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost 1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000
oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (C impletion Year Before Revision: Unspecified impletion Year After Revision: Unspecified oject Work Types Before Revision: oject Work Types After Revision: ancial Data Before vision	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source ILL	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$\text{\$\text{\$1784}}\$ DRMICK BLVD (COOK/Lin) SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION CONSTRUCTION Project Phase CONSTRUCTION	FFY 10 FFY 10 Post-Rei Federal (000) \$0 Colnwood) NE WIDENING NE WIDENING FFY 10 10 FFY 10	1518	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment 1-70103-0000
oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (C impletion Year Before Revision: Unspecified impletion Year After Revision: Unspecified oject Work Types Before Revision: oject Work Types After Revision: ancial Data Before vision	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U OTH Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$\text{\$\text{\$1784}}\$ DRMICK BLVD (COOK/Lin) SURFACE (WITH NO LAI SURFACE (WITH NO LAI Project Phase CONSTRUCTION CONSTRUCTION Project Phase	FFY 10 FFY 10 Post-Rei Federal (000) \$0 colnwood) NE WIDENING NE WIDENING FFY 10 10 FFY	1518 Total Cost 1650 vision Funds Total Cost 2370 140 Total Cost	1214 Federal Cost Change in Federal Funds (000) \$ -1784 Federal Cost	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000 1701030000 Segment
vision nancial Data After Revision oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (C mpletion Year Before Revision: Unspecified mpletion Year After Revision: Unspecified oject Work Types Before Revision: oject Work Types After Revision: lancial Data Before	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source STP-U	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAT SURFACE (WITH NO LAT Project Phase CONSTRUCTION	FFY 10 Post-Ref Federal (000) \$0 colnwood) NE WIDENING FFY 10	1518 Total Cost 1650 vision Funds Total Cost 2370	1214 Federal Cost Change in Federal Funds (000) \$ -1784	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment 1701030000
vision nancial Data After Revision oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (C mpletion Year Before Revision: Unspecified mpletion Year After Revision: Unspecified oject Work Types Before Revision: oject Work Types After Revision: lancial Data Before	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI Project Phase	FFY 10 Post-Ret Federal (000) \$0 colnwood) NE WIDENING NE WIDENING FFY	1518 Total Cost 1650 vision Funds	1214 Federal Cost Change in Federal Funds (000) \$ -1784	1700650000 Segment 1-70065-0000 Percentage Change -100% Segment
poject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified unspecified ways and the revision when the revision content work Types Before Revision: unspecified object Work Types Before Revision: object Work Types After Revision: ancial Data Before	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE HIGHWAY/ROAD - RE	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin SURFACE (WITH NO LAI	FFY 10 FFY 10 Post-Refederal (000) \$0 colnwood)	1518 Total Cost 1650 vision Funds	1214 Federal Cost Change in Federal Funds (000) \$ -1784	1700650000 Segment 1-70065-0000 Percentage Change -100%
oject: -09-0042 IDOT District 1 Division of Highways VON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified mpletion Year After Revision: Unspecified oject Work Types Before Revision:	NHS Fund Source ILL Action COOK/Chicago) TO MCCC HIGHWAY/ROAD - RE	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$\text{\$1784}\$ DRMICK BLVD (COOK/Lin) SURFACE (WITH NO LAN)	FFY 10 FFY 10 Post-Rei Federal (000) \$0 colnwood)	1518 Total Cost 1650 vision Funds	1214 Federal Cost Change in Federal Funds (000)	1700650000 Segment 1-70065-0000 Percentage Change
oject: -09-0042 IDOT District 1 Division of Highways EVON AVE FROM CENTRAL AVE (CARPENTER RD) (Completion Year Before Revision: Unspecified Ompletion Year After Revision: Unspecified Unspecified	NHS Fund Source ILL Action Change COOK/Chicago) TO MCCC	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784 DRMICK BLVD (COOK/Lin	FFY 10 FFY 10 Post-Refederal (000) \$0 colnwood)	1518 Total Cost 1650 vision Funds	1214 Federal Cost Change in Federal Funds (000)	1700650000 Segment 1-70065-0000 Percentage Change
evision nancial Data After Revision oject: -09-0042 IDOT District 1 Division of Highways EVON AVE FROM CENTRAL AVE (CARPENTER RD) (C	NHS Fund Source ILL Action	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784	FFY 10 FFY 10 Post-Ref Federal (000) \$0	1518 Total Cost 1650 vision	1214 Federal Cost Change in Federal Funds (000)	1700650000 Segment 1-70065-0000 Percentage Change
evision nancial Data After Revision oject: -09-0042 IDOT District 1 Division of Highways	NHS Fund Source ILL Action	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$1784	FFY 10 FFY 10 Post-Ref Federal (000) \$0	1518 Total Cost 1650 vision	1214 Federal Cost Change in Federal Funds (000)	1700650000 Segment 1-70065-0000 Percentage Change
evision nancial Data After Revision oject:	NHS Fund Source ILL Action	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	FFY 10 FFY 10 Post-Referral (000)	1518 Total Cost 1650 vision	1214 Federal Cost Change in Federal Funds (000)	1700650000 Segment 1-70065-0000 Percentage Change
evision nancial Data After Revision	NHS Fund Source ILL	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision	10 FFY 10 Post-Ren	1518 Total Cost 1650 vision	1214 Federal Cost Change in	1700650000 Segment 1-70065-0000
evision	NHS Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION	10 FFY 10	1518 Total Cost 1650	1214 Federal Cost	1700650000 Segment
evision	NHS Fund Source	Project Phase CONSTRUCTION Project Phase	FFY 10 FFY	1518 Total Cost	1214	1700650000 Segment
evision	NHS	Project Phase CONSTRUCTION	FFY 10	1518	1214	1700650000
	Fund Source	•		Total Cost	Federal Cost	Segment
annelal Data Bafa			NE MIDENING			
oject Work Types After Revision:	HIGHWAY/ROAD - RE	SURFACE (WITH NO LAI	VE WITDENING	i)		
oject Work Types Before Revision:	HIGHWAY/ROAD - RE	SURFACE (WITH NO LAN	NE WIDENING	i)		
mpletion Year Before Revision: Unspecified mpletion Year After Revision: Unspecified						
ONY ISLAND AVE FROM US 12 US 20 S OF (95TH S	_			ago)		
-09-0040 IDOT District 1 Division of Highways	Change	(000) e \$1214	(000) \$0		(000) \$ -1214	-100%
roject:	Action	Federal Funds	Federal		Federal Funds	Percentage Change
		Pre-Revision	Post-Re	vision	Change in	
	ILL	CONSTRUCTION	10	3000		1-75719-0200
nancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
evision	NHS	CONSTRUCTION	10	3000	2400	1757190200
nancial Data Before	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
oject Work Types Before Revision:		SURFACE (WITH NO LAI		-		
ompletion Year After Revision: Unspecified roject Work Types Before Revision:	HIGHWAY/ROAD - PF	SURFACE (WITH NO LAI	NE WIDENING	i)		
ompletion Year Before Revision: Unspecified		,				
I-09-0039 IDOT District 1 Division of Highways DRRENCE AVE FROM 103RD ST (COOK/Chicago) TO	_		\$0		\$ -2400	-100%
1_00_0020 IDOT Dietriet 1 Division of Liberrate	Chana	(000)	(000)		(000)	
roject:	Action		Post-Rev Federal		Change in Federal Funds	Percentage Change
		P		4-1-	Observation !	
	ILL	CONSTRUCTION	10	3450		1-77149-1000
inancial Data After Revision	OTH Fund Source	CONSTRUCTION Project Phase	10 FFY	675 Total Cost	Federal Cost	1771491000 Segment
	NHS	CONSTRUCTION	10	4100	2740	1771491000
Inancial Data Before Levision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
roject Work Types After Revision: inancial Data Before	,	SURFACE (WITH NO LAI		•		
roject Work Types Before Revision:		SURFACE (WITH NO LAI		•		
ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified						
ERSHING RD FROM ASHLAND AVE (COOK/Chicago)	TO MARTIN LUTHER KIN	NG DR (COOK/Chicago)				
1-09-0038 IDOT District 1 Division of Highways	Change	. ,	\$ 0		(000) \$ -2740	-100%
	Action		Federal		Federal Funds	Percentage Change
roject:		Pre-Revision	Post-Re	vision	Change in	
roject:				2750	2750	1-78136-0000
roject:	ARRA2	CONSTRUCTION	10			Segment
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	
evision inancial Data After Revision roject:		=		6303 Total Cost	5042 Federal Cost	1781360000

Financial Data After Revision	NHS Fund Source	CONSTRUCTION Project Phase	11 FFY	1271 Total Cost	1017 Federal Cost	1700640000 Segment
	ILL	CONSTRUCTION	10	1271		1-70064-0000
roject:	Action	Pre-Revision Federal Funds	Post-Re Federal		Change in Federal Funds	Percentage Change
L-09-0052 IDOT District 1 Division of Highways	Change	(000) \$6800	(000) \$8500		(000) \$ 1700	25%
JLASKI RD FROM I- 55 I-55 (COOK/Chicago) TO 87Th ompletion Year Before Revision: Unspecified	5	40000	40300		¥ 1700	2570
ompletion Year After Revision: Unspecified roject Work Types Before Revision:	HIGHWAY/ROAD - RES	SURFACE (WITH NO LAN	NE WIDENING	G)		
roject Work Types After Revision:		SURFACE (WITH NO LAN		,		
inancial Data Before evision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	8500	6800	1776150000
inancial Data After Revision	Fund Source ARRA2	Project Phase CONSTRUCTION	FFY 10	Total Cost 8500	Federal Cost 8500	Segment 1-77615-0000
roject:		Pre-Rev Action Federal (000)	Funds	Post-Revision Federal Fund (000)		Percentage Change
1-09-0064 IDOT Division of Public & Intermodal Tritywide FROM Various (COOK/Chicago) TO Various (CO	•	Change \$0		\$5000	\$ 5000	
completion Year Before Revision: Unspecified Unspecified Unspecified						
roject Work Types Before Revision: Project Work Types After Revision:		- RECONST/REHAB NO (- RECONST/REHAB NO (
inancial Data Before evision	Fund Source	Project Phase	ı	FFY Total	Cost Federal	Cost Segment
inancial Data After Revision	OTH Fund Source	IMPLEMENTATION Project Phase		10 8000 FFY Total	5000 Cost Federal	Cost Same-t
manciai Data Aitei Revision	Tiger	Project Phase IMPLEMENTATION		10 5000	5000	Cost Segment
roject:	Action	Pre-Revision Federal Funds	Post-Re Federal		Change in Federal Funds	Percentage Change
1-10-0007 IDOT District 1 Division of Highways	Change	(000)	(000)		(000)	
	5		\$575		\$ 575	
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified	MAK RD (COOK/Chicago			G)	\$ 575	
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision:	Mak RD (COOK/Chicago HIGHWAY/ROAD - RES)	NE WIDENING	-	\$ 575	
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified Uns	Mak RD (COOK/Chicago HIGHWAY/ROAD - RES	SURFACE (WITH NO LAM	NE WIDENING	G) Total Cost		Segment
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: orject Work Types After Revision: inancial Data Before evision	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL	SURFACE (WITH NO LAN SURFACE (WITH NO LAN Project Phase CONSTRUCTION	NE WIDENING NE WIDENING FFY 10	G) Total Cost 575	Federal Cost	1771540700
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified unspecified voject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source	SURFACE (WITH NO LAN SURFACE (WITH NO LAN Project Phase	NE WIDENING NE WIDENING FFY	G) Total Cost	Federal Cost	_
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision Project:	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	NE WIDENING NE WIDENING FFY 10 FFY 10 Post-Re Federal	Total Cost 575 Total Cost 575 Total Cost 575	Federal Cost Federal Cost 575 Change in Federal Funds	1771540700 Segment
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Unspecified Croject Work Types Before Revision: Croject Work Types After Revision: Croject Work Types After Revision: Croject Work Types After Revision: Croject: 1-10-0008 IDOT District 1 Division of Highways	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change	DURFACE (WITH NO LANDURFACE (NE WIDENING FFY 10 FFY 10 Post-Re	Total Cost 575 Total Cost 575 Total Cost 575	Federal Cost Federal Cost 575 Change in	1771540700 Segment 1-77154-0700
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 OOK/Chicago)	NE WIDENING FFY 10 FFY 10 Post-Re Federal (000) \$1330	Total Cost 575 Total Cost 575 System Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330	1771540700 Segment 1-77154-0700
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified uns	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C	DURFACE (WITH NO LANDURFACE (NE WIDENING FFY 10 FFY 10 Post-Re Federal (000) \$1330	Total Cost 575 Total Cost 575 Total Cost 575 evision Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330	1771540700 Segment 1-77154-0700
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision roject: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT I-90/KENNEDY EXPY & CTA (ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago)	NE WIDENING FFY 10 FFY 10 Post-Re Federal (000) \$1330	Total Cost 575 Total Cost 575 Total Cost 575 evision Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330	1771540700 Segment 1-77154-0700
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision: croject Work Types After Revision croject Unspecified croject: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT I-90/KENNEDV EXPY & CTA (completion Year Before Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision: croject W	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/RENOR CONSTRUCTION	Post-Re Federal (000) \$1330 CHNG IN #, W FFY 10 Post-Re Federal (000) \$1330	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds //DTH, OR LANE Total Cost 1330	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Coroject Work Types After Revision: Completion Year After Revision Project: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT I-90/KENNEDY EXPY & CTA (Completion Year Before Revision: Unspecified Completion Year After Revision: Uns	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (CO BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 OOK/Chicago) RECONST/REHAB NO CORCONST/REHAB NO CORCONST/REH	NE WIDENING NE WIDENING FFY 10 FFY 10 Post-Re Federal (000) \$1330 CHNG IN #, W HNG IN #, W	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds //DTH, OR LANE Total Cost	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost	1771540700 Segment 1-77154-0700 Percentage Change
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified completion Year After Revision: croject Work Types After Revision: croject Work Types After Revision: croject: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT I-90/KENNEDY EXPY & CTA I completion Year Before Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision: crojec	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source	SURFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COCK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase	Post-Re Federal (000) \$1330 THING IN #, W. HING IN #, W. FFY 10 FFY	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds DTH, OR LANE DTH, OR LANE Total Cost 1330 Total Cost 1330 Evision	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified uns	MAK RD (COOK/Chicage HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	SURFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	Post-Refederal (000) CHNG IN #, W FFY 10 Post-Refederal (000) \$1330	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds DTH, OR LANE DTH, OR LANE Total Cost 1330 Total Cost 1330 Evision	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost 1330 Change in Federal Funds	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment 1-78369-0000
INDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision: croject Work Types After Revision croject: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT 1-90/KENNEDY EXPY & CTA (completion Year Before Revision: Unspecified completion Year After Revision: Unspecified croject Work Types After Revision: croject: 1-10-0009 IDOT District 1 Division of Highways contracted Grove Ave FROM 83RD ST (COOK/Chicago) completion Year Before Revision: Cook/Chicago) completion Year After Revision: Cook/Chicago) Cook/Chicago	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ILL Fund Source ILL Fund Source ARRA2 Action Change TO 92ND ST (COOK/Ch	SURFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	Post-Re Federal (000) \$1330 CHNG IN #, W FFY 10 Post-Re Federal (000) \$1330 CHNG IN #, W FFY 10 Post-Re Federal (000) \$1250	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds //DTH, OR LANE //DTH, OR LANE Total Cost 1330 Total Cost 1330 Evision Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost 1330 Change in Federal Funds (000)	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment 1-78369-0000
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision roject: 1-10-0008 IDOT District 1 Division of Highways AST RIVER RD FROM AT I-90/KENNEDY EXPY & CTA (ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision: unspecified roject Work Types After Revision: inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified roject: 1-10-0009 IDOT District 1 Division of Highways OTTAGE GROVE AVE FROM 83RD ST (COOK/Chicago) ompletion Year Before Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types Before Revision: roject Work Types Before Revision: roject Work Types After Revision:	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund	SURFACE (WITH NO LAN PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION PROJECT PR	Post-Refederal (000) \$1330 CHNG IN #, W FFY 10 Post-Refederal (000) \$1330 CHNG IN #, W FFY 10 Post-Refederal (000) \$1250	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds //DTH, OR LANE Total Cost 1330 Total Cost 1330 Total Cost 1330 Evision Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost 1330 Change in Federal Funds (000)	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment 1-78369-0000
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Completion Year After Revision: Completion Data Before Revision Project: Completion Year Before Revision: Unspecified Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Completion Year	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (C BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund	SURFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Profect Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Profect Phase CONSTRUCTION Profect Phase CONSTRUCTION Profect Phase CONSTRUCTION Profect Phase CONSTRUCTION PROFER	Post-Refederal (000) \$1330 CHNG IN #, W FFY 10 Post-Refederal (000) \$1330 CHNG IN #, W FFY 10 Post-Refederal (000) \$1250	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds //DTH, OR LANE Total Cost 1330 Total Cost 1330 Total Cost 1330 Evision Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost 1330 Change in Federal Funds (000) \$ 1250	1771540700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment 1-78369-0000
NDIANA AVE FROM 14TH ST (COOK/Chicago) TO CER completion Year Before Revision: Unspecified completion Year After Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: inancial Data Before levision Inancial Data After Revision Inancial Data After Revision Inancial Data After Revision Inancial Data After Revision Inancial Data After Revision: Unspecified completion Year Before Revision: Unspecified completion Year After Revision: Unspecified completion Year After Revision: Inancial Data Before levision Inancial Data After Revision Inancial Data After Revision: Unspecified Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Unspecified Completion Year Before Revision: Unspecified Completion Year Before Revision: Unspecified Completion Year Before Revision: Completion Year After Revision: Completion Yea	MAK RD (COOK/Chicago HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL Fund Source ARRA2 Action Change (2.0 MI W OF ILL 43) (CO BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ILL Fund Source ILL Fund Source ILL Fund Source HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES	SURFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 COK/Chicago) RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION SURFACE (WITH NO LANGURFACE (WITH NO LANGUR	Post-Re Federal (000) \$1330 CHNG IN #, W FFY 10 Post-Re Federal (000) \$1330 CHNG IN #, W FFY 10 Post-Re Federal (000) \$1250 NE WIDENING NE WIDE	Total Cost 575 Total Cost 575 Total Cost 575 Evision Funds ADTH, OR LANE TOTAL Cost 1330 Total Cost 1330 Total Cost 1330 Total Cost 1330 Funds	Federal Cost Federal Cost 575 Change in Federal Funds (000) \$ 1330 Federal Cost 1330 Change in Federal Funds (000) \$ 1250 Federal Cost	Segment 1-77154-0700 Segment 1-77154-0700 Percentage Change Segment 1783690000 Segment 1-78369-0000 Percentage Change

Pre-Revision Post-Revision Change in

01-10-0011 IDOT District 1 Division of High	nways	Action Change	Federal Funds (000) \$0	Federal I (000) \$1100	Funds	Federal (000) \$ 1100	Funds	Percentage Change
IL 72 HIGGINS RD FROM AT DESPLAINES RIVER Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific	ied) (COOK/C	hicago)					
Project Work Types Before Revision: Project Work Types After Revision:			RECONST/REHAB NO C RECONST/REHAB NO C		,			
inancial Data Before Revision	Fund Source	3	Project Phase	FFY	Total Cost	F	ederal Cost	Segment
inancial Data After Revision	ILL Fund Source ARRA2	į	CONSTRUCTION Project Phase CONSTRUCTION	10 FFY 10	1100 Total Cost 1100		ederal Cost	1783520000 Segment 1-78352-0000
roject:		Action	Pre-Revision Federal Funds (000)	Post-Rev Federal I (000)		Change Federal (000)		Percentage Change
I-10-0012 IDOT District 1 Division of High 94 EDENS EXPY FROM AT FOREST PRESERVE completion Year Before Revision: Unspecifi	(1.0 MI N OF I-90) (0	Change COOK/Chic	\$0 ago)	\$370		\$ 370		
ompletion Year After Revision: Unspecific roject Work Types Before Revision:	ied BRIDGE/STRU		RECONST/REHAB NO C					
oject Work Types After Revision: nancial Data Before			RECONST/REHAB NO C					
evision	Fund Source	ž	Project Phase	FFY	Total Cost	F	ederal Cost	
nancial Data After Revision	ILL Fund Source ARRA2)	CONSTRUCTION Project Phase CONSTRUCTION	10 FFY 10	370 Total Cost 370		ederal Cost 70	1783530000 Segment 1-78353-0000
roject:		Action	Pre-Revision Federal Funds	Post-Rev Federal I		Change Federal		Percentage Change
1-10-0013 IDOT District 1 Division of High	nways	Change	(000) \$2000	(000) \$1680	- -	(000) \$ -320	-	-16%
DDISON AVE FROM KEDZIE AVE (COOK/Chicag ompletion Year Before Revision: Unspecifi ompletion Year After Revision: Unspecifi	ied ied							
roject Work Types Before Revision: roject Work Types After Revision:			JRFACE (WITH NO LA JRFACE (WITH NO LA		-			
nancial Data Before	Fund Source		Project Phase	FFY	Total Cost	F	ederal Cost	Segment
evision	STP-U		CONSTRUCTION	10	2500	20	000	1749050000
nancial Data After Revision	Fund Source STP-U	1	Project Phase CONSTRUCTION	FFY 10	Total Cost 2100		ederal Cost 680	Segment 1-74905-0000
roject:		Action	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change Federal (000)		Percentage Change
1-94-0024 Chicago Department of Transpo IVISION ST FROM IL 50 CICERO AVE (COOK) T ompletion Year Before Revision: 2013 ompletion Year After Revision: 2013		Change E DR (COC		\$8737		\$ 315		3.74%
roject Work Types Before Revision:	CTCNIAL C NODEDNIA	7477011	TTH CHANGE IN USE (OR WIDTH OF	LANE			
roject Work Types Before Revision: roject Work Types After Revision:	SIGNALS - MODERNI	ZATION ECONST W	TTH CHANGE IN USE (
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	SIGNALS - MODERNI HIGHWAY/ROAD - RE SIGNALS - MODERNI Fund Source	ZATION ECONST W ZATION Project P	ITH CHANGE IN USE (OR WIDTH OF Total Cost	LANE Federal (Cost	Segment	
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	SIGNALS - MODERNI HIGHWAY/ROAD - RE SIGNALS - MODERNI Fund Source STP-L	ZATION ECONST W ZATION	TH CHANGE IN USE OF CHASE FFY RING-II 11	OR WIDTH OF	LANE	Cost		D TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision nancial Data After Revision	SIGNALS - MODERNI. HIGHWAY/ROAD - RE SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source	ZATION ECONST W ZATION Project P ENGINEEF CONSTRU Project P	Phase FFY RING-II 11 CTION 12 Phase FFY	Total Cost 1100 9427 Total Cost	Federal (880 7542 Federal (CLEVELAND Segment	
roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision nancial Data After Revision	SIGNALS - MODERNI. HIGHWAY/ROAD - RE SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L	ZATION ECONST W ZATION Project P ENGINEER CONSTRU	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12	OR WIDTH OF Total Cost 1100 9427	Federal (880 7542		CLEVELAND Segment	O TO THE KENNEDY O TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L STP-L Pre-Revision Federal Funds	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds	Total Cost 1100 9427 Total Cost 9427 Total Cost 9427 1494 Chi	Federal (880 7542 Federal (7542 1195 ange in deral Funds		CLEVELAND Segment CLEVELAND	
roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision nancial Data After Revision	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L STP-L STP-L Pre-Revision	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision	Total Cost 1100 9427 Total Cost 9427 Total Cost 9427 1494 Chi Fee	Federal (880 7542 Federal (7542 1195		CLEVELAND Segment CLEVELAND	O TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: rancial Data Before evision rancial Data After Revision roject: Action L-94-0045 CMAP Change IKE FAC-CHICAGO-RACKS AND LOCKERS FROM completion Year Before Revision: Unspecifi	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L STP-L Pre-Revision Federal Funds (000) \$4475 4 (COOK) ited	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds (000)	Total Cost 1100 9427 Total Cost 9427 Total Cost 9427 1494 Chi Fee	Rederal (1) 880 7542 Federal (1) 7542 1195 Rederal Funds (1) 100 Per (1) 100 P		CLEVELAND Segment CLEVELAND	O TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision roject: Action 1-94-0045 CMAP Change IKE FAC-CHICAGO-RACKS AND LOCKERS FROM ompletion Year Before Revision: Unspecifion of the Completion of the Co	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L Pre-Revision Federal Funds (000) \$4475 44(COOK) ied ied BICYCLE FAC	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU ENGINEER	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds (000)	Total Cost 1100 9427 Total Cost 9427 Total Cost 9427 1494 Chi Fee	Rederal (1) 880 7542 Federal (1) 7542 1195 Rederal Funds (1) 100 Per (1) 100 P		CLEVELAND Segment CLEVELAND	O TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: Action 1-94-0045 CMAP Change IKE FAC-CHICAGO-RACKS AND LOCKERS FROM ompletion Year Before Revision: Unspecific ompletion Year After Revision: Unspecific ompletion Year After Revision: Unspecific ompletion Year After Revision: Unspecific orject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L Pre-Revision Federal Funds (000) \$4475 4 (COOK) ied ied BICYCLE FAC	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU ENGINEER	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds (000) \$1501	Total Cost 1100 9427 Total Cost 9427 1494 Ch: Fee (00 \$ -2	Federal (880 7542 Federal (7542 1195 ange in deral Funds 100)	Cost	CLEVELAND Segment CLEVELAND Percent -66.46%	o TO THE KENNEDY
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before levision inancial Data After Revision roject: Action 1-94-0045 CMAP Change IKE FAC-CHICAGO-RACKS AND LOCKERS FROM completion Year Before Revision: Unspecific ompletion Year After Revision: Unspecific ompletion Year After Revision: Unspecific roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L Pre-Revision Federal Funds (000) \$4475 4 (COOK) ied ied BICYCLE FAC BICYCLE FAC Fund Source	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project P CONSTRU ENGINEER	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds (000) \$1501	Total Cost 1100 9427 Total Cost 9427 1494 Chi Fec (000	Federal (880 7542 Federal (7542 1195 ange in deral Funds 00) 2974	Cost	CLEVELAND Segment CLEVELAND Percent -66.46%	o TO THE KENNEDY
Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: Action	SIGNALS - MODERNI. HIGHWAY/ROAD - RI SIGNALS - MODERNI. Fund Source STP-L STP-L Fund Source STP-L STP-L Pre-Revision Federal Funds (000) \$4475 4 (COOK) ied ied BICYCLE FAC	ZATION ECONST W ZATION Project P ENGINEER CONSTRU Project F CONSTRU ENGINEER	Phase FFY RING-II 11 CTION 12 Phase FFY CTION 12 RING-II 11 Post-Revision Federal Funds (000) \$1501	Total Cost 1100 9427 Total Cost 9427 1494 Chr. Fee (000) \$ - 22	Rederal	Cost	CLEVELAND Segment CLEVELAND Percent -66.46%	TO THE KENNEDY rage Change Cost Segment

\$19656 \$ 160 0.82% 01-96-0045 Chicago Department of Transportation \$19496 LARAMIE AVENUE FROM POLK STREET (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE **Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE Financial Data Before **Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment Revision STP-L ENGINEERING 09 270 216 ICC CONSTRUCTION 09 2000 0 STP-L ROW ACQUISITION 80 09 100 BRR CONSTRUCTION 10 4400 3520 STP-L CONSTRUCTION 10 19600 15680 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament CONSTRUCTION 15680 STP-L 10 19600 STP-L ENGINEERING 09 270 216 ICC CONSTRUCTION 09 2000 0 STP-L ROW ACQUISITION 09 100 80 BRR CONSTRUCTION 10 4400 3520 STP-I **ENGINEERING** 10 200 160 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000) 01-98-0017 Chicago Department of Transportation Change \$10000 \$10720 \$ 720 7.2% Citywide FROM various (COOK/Chicago) TO various (COOK/Chicago) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified BRIDGE/STRUCTURE - PAINT **Project Work Types Before Revision: Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament STP-L IMPLEMENTATION 10 905 724 Contract A (FY08 carryover) IMPLEMENTATION Contract A (FY09 carryover) STP-L 10 900 720 STP-I IMPLEMENTATION 1276 Contract B (FY08 carryover) 10 1595 STP-L IMPLEMENTATION 10 1600 1280 Contract B (FY09 carryover) STP-L IMPLEMENTATION 10 1250 1000 Contract A STP-I IMPLEMENTATION 1250 1000 Contract B 10 STP-L IMPLEMENTATION 11 1250 1000 Contract A STP-L IMPLEMENTATION 1250 1000 11 Contract B STP-L IMPLEMENTATION 1000 Contract A 12 1250 STP-L IMPLEMENTATION 12 1250 1000 Contract B Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament STP-L IMPLEMENTATION 1155 Contract A (FY08 carryover) 10 924 STP-L IMPLEMENTATION 10 900 720 Contract A (FY09 carryover) STP-L IMPLEMENTATION 10 2245 1796 Contract B (FY08 carryover) STP-L IMPLEMENTATION 10 1600 1280 Contract B (FY09 carryover) IMPLEMENTATION 1250 1000 STP-L 10 Contract A STP-L IMPLEMENTATION 10 1250 1000 Contract B STP-L IMPLEMENTATION 11 1250 1000 Contract A IMPLEMENTATION 1250 1000 STP-L Contract B 11 STP-L IMPLEMENTATION 12 1250 1000 Contract A STP-L IMPLEMENTATION 1250 Contract B Post-Revision Pre-Revision Change in Federal Funds Percentage Change Project: Action Federal Funds Federal Funds (000) (000) (000) 01-98-0017 Chicago Department of Transportation \$10000 \$10720 \$ 720 Change Citywide FROM various (COOK/Chicago) TO various (COOK/Chicago) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** BRIDGE/STRUCTURE - PAINT **Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT Financial Data Before **Fund Source Project Phase FFY Total Cost** Federal Cost Segment Revision IMPLEMENTATION STP-L Contract A (FY08 carryover) 10 905 724 STP-L IMPLEMENTATION 10 900 720 Contract A (FY09 carryover) STP-L IMPLEMENTATION 10 1595 1276 Contract B (FY08 carryover) IMPLEMENTATION 1280 Contract B (FY09 carryover) STP-L 10 1600 STP-I IMPLEMENTATION 10 1250 1000 Contract A STP-L IMPLEMENTATION 10 1250 1000 Contract B IMPLEMENTATION 1000 STP-L 1250 Contract A 11 STP-L IMPLEMENTATION 11 1250 1000 Contract B IMPLEMENTATION STP-L 12 1250 1000 Contract A STP-L IMPLEMENTATION 12 1250 1000 Contract B Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment IMPLEMENTATION Contract A (FY08 carryover) STP-L 1155 924

STP-L	IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
STP-L	IMPLEMENTATION	10	2245	1796	Contract B (FY08 carryover)
STP-L	IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
STP-L	IMPLEMENTATION	10	1250	1000	Contract A
STP-L	IMPLEMENTATION	10	1250	1000	Contract B
STP-L	IMPLEMENTATION	11	1250	1000	Contract A
STP-L	IMPLEMENTATION	11	1250	1000	Contract B
STP-L	IMPLEMENTATION	12	1250	1000	Contract A
STP-L	IMPLEMENTATION	12	1250	1000	Contract B

Change in Federal Funds Pre-Revision Post-Revision Project: Action **Federal Funds** Federal Funds Percentage Change (000) (000) (000) 01-98-0038 Chicago Department of Transportation \$104342 \$137537 \$ 33195 31.81% Change

CITYWIDE - CHICAGO - VARIOUS LOCS FROM (COOK) (COOK) Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified **Project Work Types Before Revision:**

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS

ADA - FACILITY IMPROVEMENTS

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:**

MISCELLANEOUS - EXEMPT PROJECTS ADA - FACILITY IMPROVEMENTS

Financial Data Before Fund Source Project Phase Total Cost Federal Cost FFY Segment Revision STP-L CONSTRUCTION 10 61397 49118 AR 51, 52, 53 & 54 STP-L ENGINEERING 2700 2160 10 LRA CONSTRUCTION 09 10100 10100 AR 47 LRA CONSTRUCTION 09 7027 7027 AR 48 LRA CONSTRUCTION 09 11128 11128 AR 49 LRA CONSTRUCTION 09 5419 5419 AR 50 LRA CONSTRUCTION 10 19390 19390 ADA Facility Imp AR 47, 48, 49, 50 **Financial Data After Revision Total Cost Federal Cost Fund Source Project Phase** FFY CONSTRUCTION 19390 19390 ADA Facility Imp AR 47, 48, 49, 50 LRA 10 STP-L CONSTRUCTION 10 61397 49118 AR 51, 52, 53 & 54 STP-L ENGINEERING 10 2700 2160 CONSTRUCTION 10100 AR 47 LRA 09 10100 LRA CONSTRUCTION 09 7027 7027 AR 48 LRA CONSTRUCTION 09 11128 11128 AR 49 LRA CONSTRUCTION 09 5419 5419 AR 50 STP-L CONSTRUCTION 41494 33195 AR 55, 56, 57, 58

Pre-Revision Post-Revision Change in Project: Action Federal Funds Percentage Change Federal Funds Federal Funds (000) (000) (000)02-05-0004 North Shore Council of Mayors Change \$3216 \$3216 \$0

GREENWOOD ROAD FROM Glenview Road (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: **Project Work Types Before**

HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Fund Source Project Phase FFY Total Cost Federal Cost Segment Revision STP-L ROW ACQUISITION 09 240 168 Awarded - - Total: 240, Fed: 168 STP-I FNGINFERING-II Awarded - Total: 111, Fed: 78 09 111 78 STP-L CONSTRUCTION 4539 2814 Includes Construction Engineering 10 CMAQ CONSTRUCTION 10 195 156 sidewalks on Greenwood - Linneman to Glenview ILL CONSTRUCTION 10 260 0 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ILL CONSTRUCTION 10 260 STP-L Awarded - - Total: 240, Fed: 168 **ROW ACQUISITION** 240 09 168 STP-I **ENGINEERING-II** 09 111 78 Awarded - Total: 111, Fed: 78 STP-L CONSTRUCTION 10 4539 2814 Includes Construction Engineering CMAQ CONSTRUCTION 195 sidewalks on Greenwood - Linneman to Glenview 10 156

Pre-Revision Post-Revision Change in Action Federal Funds Federal Funds Percentage Change Project: (000)(000)(000)02-06-0030 IDOT Office of Planning & Programming Change \$1101 \$1101 \$0

BIKE FAC-EVANSTON-LAKEFRONT CORRIDOR FROM NORTHWESTERN UNIVERSITY (N OF CLARK) (COOK) TO LEE ST (COOK) Lee Street to ~500' north of Clark Street.

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision: BICYCLE FACILITY PEDESTRIAN FACILITY **Project Work Types After Revision:** BICYCLE FACILITY PEDESTRIAN FACILITY

Financial Data Before **Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment EnRA IMPLEMENTATION 10 1787 1101 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment

			IMPLEMENTATION		10 1787	1101	
Project:	Action Fe	e-Revision deral Funds 00)	Post-Revision Federal Funds (000)	F	hange in ederal Funds 000)	Percent	age Change
02-08-0002 CMAP FHE GLEN OF NORTH GLENVIEW		664 ER AT	\$1664	\$	0	0%	
Completion Year Before Revisi	ion: 2009						
Completion Year After Revision Project Work Types Before Rev		PARKING - EXPAND NU	IMBER OF SPACES				
roject Work Types After Revi		PARKING - EXPAND NU					
inancial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	09	2060	1647	Included ENG III
Financial Data After Revision		CMAQ Fund Source	ENGINEERING-II	09 FFY	21 Total Cost	17 Federal Cost	Awarded Segment
Inancial Data After Revision		CMAQ	Project Phase ENGINEERING-II	09	21	17	Awarded
		CMAQ	CONSTRUCTION	10	2060	1647	Included ENG III
roject:		Actio	Pre-Revision n Federal Funds (000)	Post-Ro Federal (000)		Change in Federal Funds (000)	Percentage Change
2-08-0006 IDOT District 1 DIREEN BAY/GLENCOE RD FROM S	Division of Highway	-	e \$0	\$2530		\$ 2530	
Completion Year Before Revisi	ion: Unspecified	10 1011131 (COOK)					
completion Year After Revision Project Work Types Before Rev	•	HIGHWAV/BOAD D	SURFACE (WITH NO LAI	IE WIDENIA	IC)		
roject Work Types Before Revi			SURFACE (WITH NO LAI		-		
inancial Data Before Levision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	12	2530	0	1753520000
inancial Data After Revision		Fund Source ARRA2	Project Phase CONSTRUCTION	FFY 10	Total Cost 2530	Federal Cost 2530	Segment 1-75352-0000
			Pre-Revision	Post-Re	evision	Change in	
Project:		Actio		Federal		Federal Funds (000)	Percentage Change
2-08-0007 IDOT District 1 D	Division of Highway	s Chang		\$240		\$ 240	
	vivision or riightivay.	5 Chang	C 40	42 10			
	(COOK) TO US 41 S	-	C 40	Ψ2 10			
ompletion Year Before Revisi	(COOK) TO US 41 S	-	C 40	Ψ2 10			
completion Year Before Revisi completion Year After Revision roject Work Types Before Rev	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	SKOKIE BLVD (COOK) HIGHWAY/ROAD - RI	SURFACE (WITH NO LAI	NE WIDENIN	•		
ompletion Year Before Revisi ompletion Year After Revision roject Work Types Before Revi roject Work Types After Revi	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	SKOKIE BLVD (COOK) HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI	ESURFACE (WITH NO LAI	NE WIDENIN	IG)		
completion Year Before Revisi Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase	NE WIDENIN NE WIDENIN FFY	Total Cost	Federal Cost	Segment
Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Project Work Types After Revisionancial Data Before Levision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	SKOKIE BLVD (COOK) HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION	NE WIDENIN NE WIDENIN FFY 12	Total Cost	Federal Cost	1770270000
Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Project Work Types After Revisionancial Data Before Levision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase	NE WIDENIN NE WIDENIN FFY	Total Cost	Federal Cost	-
Completion Year Before Revision Year After Revision Year After Revision Project Work Types Before Revision Year Work Types After Revision Revision Revision Revision Revision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision	NE WIDENIN NE WIDENIN 12 FFY 10 Post-Re	Total Cost 240 Total Cost 240 240 evision	Federal Cost 0 Federal Cost 240 Change in	1770270000 Segment 1-77027-0000
Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Year Work Types After Revision Revision Before Revision Revision Revision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision	NE WIDENIN NE WIDENIN 12 FFY 10 Post-Re	Total Cost 240 Total Cost 240	Federal Cost 0 Federal Cost 240	1770270000 Segment
Completion Year Before Revision Year After Revision Project Work Types Before Revision Year Williams After Revision Project Work Types After Revision Project Work Types After Revision Project: 2-08-0008 IDOT District 1 D	(COOK) TO US 41 S ion: Unspecified n: Unspecified vision: sion:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520	NE WIDENIN NE WIDENIN FFY 12 FFY 10 Post-Re	Total Cost 240 Total Cost 240 240 evision	Federal Cost 0 Federal Cost 240 Change in Federal Funds	1770270000 Segment 1-77027-0000
Completion Year Before Revision Year After Revision Project Work Types Before Revision Year Williams and Project Work Types After Revision Project Work Types After Revision Project Project Project Project Project Project: 12-08-0008 IDOT District 1 DEREENWOOD AVE FROM WEST LA	(COOK) TO US 41 S ion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) TO	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520	NE WIDENIN NE WIDENIN FFY 12 FFY 10 Post-Re Federal (000)	Total Cost 240 Total Cost 240 240 evision	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000)	1770270000 Segment 1-77027-0000 Percentage Change
completion Year Before Revision ompletion Year After Revision roject Work Types Before Revision roject Work Types After Revision and Data Before revision linancial Data After Revision roject: 2-08-0008 IDOT District 1 EREENWOOD AVE FROM WEST LA completion Year Before Revision pletion Year Before Revision rogets and the revision representation of the revision representation of the revision rogets and revision representation representatio	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified n: Unspecified n: Unspecified	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang	ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	NE WIDENIN FFY 12 FFY 10 Post-Referen (000) \$0	Total Cost 240 Total Cost 240 240 Total Cost 240 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000)	1770270000 Segment 1-77027-0000 Percentage Change
completion Year Before Revision ompletion Year After Revision roject Work Types After Revision roject Work Types After Revision and Data Before Revision inancial Data After Revision roject: 2-08-0008 IDOT District 1 DREENWOOD AVE FROM WEST LAGOND FROM WEST LAGOND FROM FROM REVISION Year After Revision roject Work Types Before Revision roject Work Types Revision roject Work Types Revision roject Work Types Revi	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK	ESURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0	Total Cost 240 Total Cost 240 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000)	1770270000 Segment 1-77027-0000 Percentage Change
Completion Year Before Revision Year After Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 2-08-0008 IDOT District 1 District	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK	ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0	Total Cost 240 Total Cost 240 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520	1770270000 Segment 1-77027-0000 Percentage Change
Completion Year Before Revision Year After Revision Project Work Types Before Revision Project Work Types After Revision Revision Revision Project Revision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI	ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520 ESURFACE (WITH NO LAI	NE WIDENIN FFY 12 FFY 10 Post-Rederai (000) \$0	Total Cost 240 Total Cost 240 Total Cost 240 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520	1770270000 Segment 1-77027-0000 Percentage Change -100%
Completion Year Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 12-08-0008 IDOT District 1 Distr	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520 SSURFACE (WITH NO LAI SSURFACE (WITH NO LAI CONSTRUCTION Project Phase CONSTRUCTION Project Phase	NE WIDENIN FFY 12 FFY 10 Post-Rederal (000) \$0 NE WIDENIN NE WIDENIN FFY 10 FFY	Total Cost 240 Total Cost 240 evision I Funds IG) Total Cost 1 Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520	Percentage Change -100% Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment
Completion Year Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 12-08-0008 IDOT District 1 Distr	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520 SURFACE (WITH NO LAI ESURFACE (WITH NO LAI Project Phase CONSTRUCTION	NE WIDENIN FFY 12 FFY 10 Post-Rederal (000) \$0 NE WIDENIN NE WIDENIN FFY 10	Total Cost 240 Total Cost 240 Total Cost 240 evision I Funds IGG IGG Total Cost 650	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200
Completion Year Before Revision Year After Revision Project Work Types After Revision Types After Revision Project Work Types After Revision Project: 2-08-0008 IDOT District 1	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL	ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION PROJECT PHASE CONSTRUCTION PROJECT PHASE CONSTRUCTION PROJECT PHASE (WITH NO LAI PROJECT PHASE CONSTRUCTION	NE WIDENIN FFY 12 FFY 10 Post-Rr Federal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Rr FFY 10 Post-Rr	Total Cost 240 Total Cost 240 Total Cost 240 evision I Funds GG Total Cost 650 Total Cost 990 evision	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200
Completion Year Before Revision Peroject Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 12-08-0008 IDOT District 1 Dist	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified n: Unspecified vision: sion:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio	Pre-Revision Federal Funds (OOSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) ESURFACE (WITH NO LATE OF CONSTRUCTION Project Phase CONSTRUCTION	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000)	Total Cost 240 Total Cost 240 evision I Funds Total Cost 650 Total Cost 990	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000)	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change
ompletion Year Before Revision ompletion Year After Revision roject Work Types Before Revision to the total Data Before Revision in ancial Data After Revision in ancial Data After Revision in ancial Data After Revision in Year Before Revision Year After Revision roject Work Types Before Revision in After Revision in	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified vision: Unspecified vision: sion:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio	Pre-Revision Federal Funds (OOS) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) e \$1700	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700	Total Cost 240 Total Cost 240 evision I Funds IG) Total Cost 650 Total Cost 990 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0%
completion Year Before Revision ompletion Year After Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before levision inancial Data After Revision roject: 2-08-0008 IDOT District 1 EREENWOOD AVE FROM WEST LA completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before levision inancial Data After Revision inancial Data	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified vision: sion: Division of Highway: 1 US 14 IL 58 DEMF	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio	Pre-Revision Federal Funds (OOS) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) e \$1700	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700	Total Cost 240 Total Cost 240 evision I Funds IG) Total Cost 650 Total Cost 990 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0%
ompletion Year Before Revision ompletion Year After Revision roject Work Types After Revision inancial Data Before evision roject: 2-08-0008 IDOT District 1 Distri	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified vision: sion: Division of Highway: AKE AVE (TOOK) To ion: Unspecified vision: sion: Division of Highway: 1 US 14 IL 58 DEMF ion: Unspecified n: Unspecifie	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio	SSURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520 SSURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700 \$1700 \$1700 \$1700	Total Cost 240 Total Cost 240 evision I Funds IG) Total Cost 650 Total Cost 990 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0%
ompletion Year Before Revision ompletion Year After Revision roject Work Types After Revision inancial Data Before evision roject: 2-08-0008 IDOT District 1 E REENWOOD AVE FROM WEST LA ompletion Year Before Revision pletion Year After Revision roject Work Types After Revision roject Work Types After Revision inancial Data Before evision inancial Data After Revision roject Work Types After Revision inancial Data Before evision inancial Data After Revision inancial Data After Revision inancial Data After Revision inancial Data After Revision roject: 2-08-0013 IDOT District 1 E 2-08-0013 IDOT District 1 E 3-08-0013 IDOT District 1 E 3-08-0014 IDOT District 1 E 3-08-0015 IDOT District 1 IDOT	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) To ion: Unspecified vision: unspecified vision: sion: Division of Highway: 1 US 14 IL 58 DEME ion: Unspecified vision: HI	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio	Pre-Revision Federal Funds (OOS) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (OOO) e \$1700	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700 \$1700	Total Cost 240 Total Cost 240 evision I Funds IG) Total Cost 650 Total Cost 990 evision I Funds	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0%
completion Year Before Revision of the Completion Year After Revision roject Work Types After Revision inancial Data Before Revision inancial Data After Revision inancial Data Before Revision inancial Data After Revision inancial Data Before Revisionacial Data Before Revisionacia Data Before	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) TO ion: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) TO ion: Unspecified vision: Unspecified vision: Unspecified n: Unspecified vision: Unspecified vision: HI sion: HI sion: HI sion: HI sion: HI	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio S Chang PSTER ST TO N OF US 12 IGHWAY/ROAD - RESURI IGHWAY/ROAD - RESURI IGHWAY/ROAD - RESURI	Pre-Revision Federal Funds (000) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) E (CALDWELL AVE) (COOF	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700	Total Cost 240 Total Cost 240 Evision I Funds GG Total Cost 650 Total Cost 990 Evision I Funds F US 14 (CALDW	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0 VELL AVE) TO MILWAU	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0%
Completion Year Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 12-08-0008 IDOT District 1 ENTERPRISE PROMISE PROMISE PROMISE PROMISE PROMISE PROMISE PROMISE PROMISE PROMISE PROJECT WORK Types After Revision Project Work Types Before Revision Project Work Types Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types Af	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: Unspecified vision: sion: Division of Highway, AKE AVE (COOK) To ion: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: HI Sion: HI Sion: HI	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Actio S Chang STP-U Fund Source ILL Actio S Chang OSTER ST TO N OF US 1-	ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) e \$520 ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Federal Funds (000) e \$1700 f (CALDWELL AVE) (COOF	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700 \$1700 \$1700 \$1700 \$10DENING)	Total Cost 240 Total Cost 240 Evision I Funds GG Total Cost 650 Total Cost 990 Evision I Funds F US 14 (CALDW	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost Change in Federal Funds (000) \$ 0 VELL AVE) TO MILWAU eral Cost Segi	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0% KEE AVE (COOK)
GREENWOOD AVE FROM WEST LA Completion Year Before Revisio Completion Year After Revisio Project Work Types Before Rev Project Work Types After Revision Financial Data Before Revision Financial Data After Revision	(COOK) TO US 41 Sion: Unspecified n: Unspecified vision: sion: Division of Highway: AKE AVE (COOK) TO ion: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: Unspecified vision: HI Sion:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source ILL Fund Source ARRA2 Actio S Chang D IL 58 GOLF RD (COOK HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI HIGHWAY/ROAD - RI Fund Source STP-U Fund Source ILL Actio S Chang STP-U Fund Source ILL Actio	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) E \$520 ESURFACE (WITH NO LAI Project Phase CONSTRUCTION Federal Funds (000) E \$1700 Federal Funds (000) Federal Fun	NE WIDENIN FFY 12 FFY 10 Post-Refederal (000) \$0 NE WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1700 \$1700 \$1700 \$1700 \$1700 \$1700	Total Cost 240 Total Cost 240 Total Cost 240 evision I Funds GG Total Cost 650 Total Cost 990 evision I Funds F US 14 (CALDW Cost Fedi 1700	Federal Cost 0 Federal Cost 240 Change in Federal Funds (000) \$ -520 Federal Cost 520 Federal Cost 520 Federal Funds (000) \$ 0 VELL AVE) TO MILWAU eral Cost Segion 1-70 eral Cost Segion Segion Segion 1-70 Federal Cost Segion Segio	1770270000 Segment 1-77027-0000 Percentage Change -100% Segment 1-77148-0200 Segment 1-77148-0200 Percentage Change 0% KEE AVE (COOK)

Pre-Revision Post-Revision Change in

Project: D2-09-0022 IDOT District 1 Division of Highwa		t ion ange	Federal Funds (000) \$800		Federal (000) \$800	runds	(000) \$ 0	ral Funds)	Per 0%	centage Change
OUHY AVE FROM ILL 50 (CICERO AVE) TO US 41	•	/Lincol		DALE A		1BALL AVE		kokie)		
Completion Year Before Revision: Unspecified										
Completion Year After Revision: Unspecified Project Work Types Before Revision:	HIGHWAY/ROAD - RESI	URFAC	E (WITH NO LAN	E WIDE	ENING)					
-	HIGHWAY/ROAD - RESI	URFAC	E (WITH NO LAN	E WIDE	ENING)					
Financial Data Before Revision	Fund Source P	rojec	t Phase	FFY	Total Co	ost F	ederal C	ost S	Segment	
	HRA C	ONST	RUCTION	09	800	8	00	1	-70109-0	000
Financial Data After Revision	Fund Source P	rojec	t Phase	FFY	Total Co	ost F	ederal C	ost S	egment	
l	HRA C	CONST	RUCTION	09	800	8	00	1	-70109-0	000/AWARDED
			Pre-Revision		Post-Rev	vision	Chan	ae in		
Project:	Act	tion	Federal Funds		Federal		Fede	ral Funds	Per	centage Change
02-09-0024 IDOT District 1 Division of Highwa	ave Cha	ange	(000) \$3130		(000) \$0		(000) \$ -313		-100	00%
IL 43 WAUKEGAN RD FROM WILLOW RD (COOK/G	•				40		ψ 51.	50	100	0.70
Completion Year Before Revision: Unspecified										
Completion Year After Revision: Unspecified		DECLI	IDEACE / WITH NO	LANE	MADENTAL	-)				
Project Work Types Before Revision: Project Work Types After Revision:	HIGHWAY/ROAD - HIGHWAY/ROAD -		•			-				
Financial Data Before	Fund Source		•			Total Co	net.	Federal C	oct	Sogmont
Revision			Project Phase		FFY		,st		ost	Segment
Financial Data After Revision	HRA Fund Source		CONSTRUCTION Project Phase		10 FFY	3130 Total Co	ost	3130 Federal C	ost	1-76505-0000 Segment
	ILL		CONSTRUCTION		10	3130	-30	. cuerar C	-51	1-76505-0000
Drainat		hia	Pre-Revision		Post-Rev		Chan			combace Cherry
Project:	Act	tion	Federal Funds (000)		Federal (000)	runas	(000)	ral Funds)	Per	centage Change
02-10-0007 IDOT District 1 Division of Highwa		ange	\$0		\$1280		\$ 128			
- 94 FRONTAGE RDS FROM VARIOUS LOCATIONS		(COC	OK/Morton Grove)							
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified										
Project Work Types Before Revision:	HIGHWAY/ROAD -	RESU	RFACE (WITH NO	LANE	WIDENING	i)				
Project Work Types After Revision:	HIGHWAY/ROAD -	RESU	RFACE (WITH NO	LANE	WIDENING	S)				
Financial Data Before Revision	Fund Source		Project Phase		FFY	Total Co	ost	Federal C	ost	Segment
	ILL		CONSTRUCTION		10	1280				1771480000
Financial Data After Revision	Fund Source		Project Phase		FFY	Total Co	ost	Federal C	ost	Segment
	ARRA2		CONSTRUCTION		10	1280		1280		1-77148-0000
			Pre-Revision		Post-Rev	vision	Chan	ge in		
Project:	Act	tion	Federal Funds		Federal		Fede	ral Funds	Per	centage Change
02-10-0008 IDOT District 1 Division of Highwa	avs Cha	ange	(000) \$0		(000) \$570		(000) \$ 570			
IL 58 DEMPSTER ST FROM AT N BR CHICAGO RIVE	•				40.0		Ψ 370			
Completion Year Before Revision: Unspecified			,							
Completion Year After Revision: Unspecified		DE . P	ECONCT/DELIAD N	U CUN	G IN # \^"	DTH OP !	ANE			
Project Work Types Before Revision: Project Work Types After Revision:	BRIDGE/STRUCTU BRIDGE/STRUCTU									
Financial Data Before	Fund Source		Project Phase		FFY	Total Co		Federal C	ost	Segment
Revision			-				-30	. cuerar C	-51	1783640000
Financial Data After Revision	ILL Fund Source		CONSTRUCTION Project Phase		10 FFY	570 Total Co	ost	Federal C	ost	1/83640000 Segment
	ARRA2		CONSTRUCTION		10	570	-	570		1-78364-0000
Project:	Act	tion	Pre-Revision Federal Funds		Post-Rev Federal		Chan Fede	ge in ral Funds	Dor	centage Change
			(000)		(000)		(000))	rei	
02-10-0009 IDOT District 1 Division of Highwa	•	ange	\$0 ************************************	- \	\$410		\$ 410			
JS 14 CALDWELL AVE FROM AT N BR CHICAGO RI Completion Year Before Revision: Unspecified	•	43) (C	JUK/Morton Grove	=)						
Completion Year After Revision: Unspecified Unspecified										
Project Work Types Before Revision:	BRIDGE/STRUCTU									
Project Work Types After Revision: Financial Data Before	BRIDGE/STRUCTU	IRE - R	RECONST/REHAB N	O CHN	G IN #, W	DTH, OR L	ANE			
rinancial Data Before Revision	Fund Source		Project Phase		FFY	Total Co	ost	Federal C	ost	Segment
	ILL		CONSTRUCTION		10	410				1783430000
Financial Data After Revision	Fund Source ARRA2		Project Phase		FFY	Total Co	ost	Federal C 410	ost	Segment 1-793/3-0000
	AKKAZ		CONSTRUCTION		10	410		410		1-78343-0000
			Due Devision		Post-Rev	vision	Chan	ae in		
			Pre-kevision							
Project:	Act	tion	Pre-Revision Federal Funds		Federal	Funds		ral Funds	Per	centage Change
Project:)2-10-0011 IDOT District 1 Division of Highwa		t ion ange				Funds	(000) \$ 100)	Per	centage Change

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before** Fund Source **Project Phase Total Cost** Federal Cost Segment ILL CONSTRUCTION 10 1000 1780310000 **Fund Source Project Phase** Federal Cost **Financial Data After Revision** FFY **Total Cost** Segment CONSTRUCTION 1-78031-0000 ARRA2 10 1000 1000 Pre-Revision Post-Revision Change in Action Federal Funds Federal Funds Percentage Change Project: Federal Funds (000)(000)(000)Change 03-06-0013 IDOT District 1 Division of Highways \$800 \$800 \$ 0 0% BALLARD RD FROM US 12 RAND RD (COOK) TO GREENWOOD AVE (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision: Financial Data Before** Fund Source **Project Phase** Total Cost Federal Cost Seament HRA CONSTRUCTION 09 800 800 1-76759-0000 **Financial Data After Revision** Federal Cost **Fund Source Project Phase** FFY **Total Cost** Seament HRA CONSTRUCTION 09 800 800 1-76759-0000/AWARDED **Pre-Revision** Post-Revision Change in Project: Action **Federal Funds** Federal Funds Federal Funds Percentage Change (000) (000) (000) 03-06-0029 IDOT Office of Planning & Programming Change \$820 \$1340 \$ 520 63.41% IL 21 MILWAUKEE AVENUE FROM BIRCHWOOD (COOK) TO MONROE (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified ENHANCEMENT - LANDSCAPING **Project Work Types Before Revision: Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING **Financial Data Before** FFY **Total Cost Federal Cost Fund Source Project Phase** Seament Revision STP-E IMPLEMENTATION 10 1025 820 102030 UNFUNDED ITEP REQUEST TBD IMPLEMENTATION MYB 778 0 **Financial Data After Revision Fund Source** Project Phase FFY **Total Cost** Federal Cost Segment STP-E IMPLEMENTATION 10 1725 520 102204 IMPLEMENTATION STP-E 10 1025 820 102030 Pre-Revision Post-Revision Change in Federal Funds (000) Project: Action Federal Funds Percentage Change Federal Funds (000) (000)IDOT District 1 Division of Highways \$0 \$ 0 IL 58 GOLF RD FROM POPLAR CREEK (W OF IL 59) (COOK) 0.1 WEST OF IL 59 (SUTTON RD) **Completion Year Before Revision:** Unspecified **Completion Year After Revision:** Unspecified BRIDGE/STRUCTURE - REPLACE **Project Work Types Before Revision: Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE Financial Data Before **Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment ILL CONSTRUCTION 10 1445 0 1-77432-0000 **Financial Data After Revision Fund Source Project Phase Total Cost Federal Cost FFY** Seament CONSTRUCTION 10 1445 1-77432-0000/AWARDED 0 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000) 03-08-0001 CMAP Change \$1048 \$1048 \$ 0 DES PLAINES RIVER WALK FROM GOLF RD (COOK) TO ALGONQUIN RD (COOK) SOUTH TRAIL: TOUHY TO ALGONQUIN NORTH TRAIL: BALLARD TO GOLF Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified BICYCLE FACILITY **Project Work Types Before Revision: Project Work Types After Revision:** BICYCLE FACILITY Financial Data Before **Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament Revision CMAQ ENGINEERING-I 09 150 120 CMAQ ENGINEERING-II 09 100 80 TII CONSTRUCTION 10 150 n CMAQ CONSTRUCTION 10 1347 848 Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment CONSTRUCTION CMAO 10 1347 848 CMAQ ENGINEERING-I 10 150 120 CMAQ ENGINEERING-II 10 100 80 ILL CONSTRUCTION 10 150 0 Pre-Revision Post-Revision Change in Project: Action Federal Funds **Federal Funds Federal Funds** Percentage Change (000) (000) (000) 03-08-0004 0% CMAP Change \$1053 \$1053 \$0

Arlington Park Metra Station - Commuter Drive FROM Rohlwing Rd (COOK/Rolling Meadows) TO Arlington Park Metra Station (COOK/Arlington Heights) Recons

Completion Year Before Revision: Unspecified **Completion Year After Revision:** Unspecified

Project Work Types Before Revision:

Project Work Types After Revision:

Financial Data After Revision

BICYCLE FACILITY

HIGHWAY/ROAD - RECONSTRUCT IN KIND

BICYCLE FACILITY

HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before

Revision

HIGHWAT/ROAD - RECC	DINSTRUCT IN KIND				
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CMAQ	ROW ACQUISITION	09	100	80	
CMAQ	ENGINEERING-II	09	34	27	
STP-L	CONSTRUCTION	11	752	526	
CMAQ	CONSTRUCTION	09	525	420	
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CMAQ	CONSTRUCTION	10	525	420	
CMAQ	ROW ACQUISITION	10	100	80	
CMAQ	ENGINEERING-II	10	34	27	
STP-L	CONSTRUCTION	11	752	526	

Pre-Revision Post-Revision Change in Project: Action Federal Funds **Federal Funds** Federal Funds Percentage Change (000)(000)(000)\$4299 0% 03-08-0009 Northwest Council of Mayors Change \$4299 \$ 0

WRIGHT BLVD FROM WISE ROAD (COOK) TO IL 19 IRVING PARK ROAD (COOK)

Completion Year Before Revision: 2012 Completion Year After Revision: 2010 Project Work Types Before Revision:

BICYCLE FACILITY

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: BICYCLE FACILITY

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Fund Source Project Phase Total Cost Federal Cost Segment Revision LRA CONSTRUCTION 10 752 752 STP-L CONSTRUCTION 10 5600 3547 Financial Data After Revision **Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-L CONSTRUCTION 10 5600 3547 CONSTRUCTION 752 IRA 10

Pre-Revision Post-Revision Change in Federal Funds Federal Funds Project: Action Federal Funds Percentage Change (000) (000) (000) 03-09-0050 IDOT District 1 Division of Highways Change \$19200 \$26300 \$ 7100

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types After Revision:

Project Work Types Before Revision:

BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN # WDTE

I- 290 IL 53 I-290/ILL 53 FROM US 12 RAND RD (COOK/Arlington Heights) TO IL 72 HIGGINS RD (COOK/Schaumburg) KIRCHOFF RD TO ILL 62/ALGONQUIN RD (DRAIN

BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Fund Source Project Phase Federal Cost Seament Revision STP-U CONSTRUCTION 1782030000 24000 19200 12 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ARRA2 CONSTRUCTION 10 23000 23000 1-78203-0000 ARRA2 CONSTRUCTION 1-78203-0001 10 3000 3000 ARRA2 CONSTRUCTION 1-78203-0003 (DRAINAGE) 300 300

Project: Pre-Revision Post-Revision Change in Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)

03-09-0060 IDOT District 1 Division of Highways Change \$1480 \$0 \$-1480 -100%

IL 53 ILL 53 E&W FRONTAGE RD & N&S PALATINE FRONTAGE RD FROM IL 68 DUNDEE RD TO N SIDE PALATINE FRONTAGE RD (COOK/Arlington Heights) TO ILL 53 E FRON

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

 Project Work Types Before Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

 Project Work Types After Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Fund Source Project Phase FFY **Total Cost** Federal Cost Seament Revision STP-U 10 1850 CONSTRUCTION 1480 1779610000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament CONSTRUCTION 1-77961-0000 TII 10 1525

Pre-Revision Post-Revision Change in Project: Percentage Change Action Federal Funds **Federal Funds** Federal Funds (000) (000)(000) IDOT District 1 Division of Highways \$220 \$ 220 03-10-0006 \$0

US 14 DEMPSTER ST FROM AT CREEK (0.1 MI E OF I-294) (COOK/Park Ridge)

3.5 14 DENISTER STEROSTAT CREEK (0.1 PILE OF 1254) (COOK) talk hidge

Completion Year Before Revision: Unspecified **Completion Year After Revision:** Unspecified

Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Project Work Types After Revision: Financial Data Before	Fund Source		Project Pha	se	FFY	VDTH, OR LANE Total Cost	Federal Cost	Segment
Revision							i cuciai cost	_
inancial Data After Revision	ILL Fund Source		CONSTRUCTI Project Phase		10 FFY	220 Total Cost	Federal Cost	1783620000 Segment
mancial Data Arter Revision	ARRA2		CONSTRUCTI		10	220	220	1-78362-0000
roject:	А	ction	Pre-Revisi Federal Fu		Post-Re Federal		Change in Federal Funds	Percentage Change
03-10-0007 IDOT District 1 Division of	f Highways C	`hango	(000) \$0		(000) \$170		(000) \$ 170	
_ 83 ELMHURST RD FROM AT MCDONALD	J ,	lhange NE RD) (ct Heights)	\$170		\$ 170	
Completion Year Before Revision: Uns								
Project Work Types Before Revision:	BRIDGE/STRUCT	TURE - R	ECONST/REH	AB NO CHN	G IN #, V	VDTH, OR LANE		
Project Work Types After Revision:	BRIDGE/STRUCT	TURE - R	ECONST/REH	AB NO CHN	G IN #, V	VDTH, OR LANE		
inancial Data Before Revision	Fund Source		Project Pha	se	FFY	Total Cost	Federal Cost	Segment
REVISION	ILL		CONSTRUCTI	ON	10	170		1783540000
inancial Data After Revision	Fund Source		Project Pha		FFY	Total Cost	Federal Cost	Segment
	ARRA2		CONSTRUCTI	ON	10	170	170	1-78354-0000
roject:	A	Action	Pre-Revis Federal Fu		Post-Re Federal		Change in Federal Funds	Percentage Change
			(000)		(000)		(000)	
03-10-0008 IDOT District 1 Division of MCHENRY RD FROM IL 83 ELMHURST RD (3 . / .	Change UNDEE R	\$0 RD (COOK/Wh	eelina)	\$350		\$ 350	
Completion Year Before Revision: Uns Completion Year After Revision: Uns	specified		(200.9 1111					
Project Work Types Before Revision:	HIGHWAY/ROAD	- RESU	RFACE (WITI	H NO LANE	WIDENIN	G)		
Project Work Types After Revision:	HIGHWAY/ROAD	o - RESU	RFACE (WITI	H NO LANE	WIDENIN	G)		
Financial Data Before Revision	Fund Source		Project Pha	se	FFY	Total Cost	Federal Cost	Segment
	ILL		CONSTRUCTI	ON	10	350		1701130000
Financial Data After Revision	Fund Source		Project Pha		FFY	Total Cost	Federal Cost	Segment
	ARRA2		CONSTRUCTI	ON	10	350	350	1-70113-0000
Project:	A	Action	Pre-Revisi Federal Fu (000)		Post-Re Federal (000)		Change in Federal Funds (000)	Percentage Change
_		Action Change	Federal Fu		Federal		Federal Funds	Percentage Change
3-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI	f Highways C E (0.4 MI W OF ILL 59) (COO	hange	Federal Fu (000) \$0	ınds	Federal (000) \$650	Funds	Federal Funds (000) \$ 650	
03-10-0009 IDOT District 1 Division of IL 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified	Change OK/Hoffm	Federal Fu (000) \$0 an Estates) T	i nds O BEVERLE	Federal (000) \$650 Y RD (0.8	Funds MI E OF COOK	Federal Funds (000) \$ 650	
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL	Change OK/Hoffm O - RESU	Federal Fu (000) \$0 an Estates) T	o BEVERLE	Federal (000) \$650 Y RD (0.8	Funds MI E OF COOK	Federal Funds (000) \$ 650	
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 aan Estates) To RFACE (WITH RFACE (WITH	O BEVERLE H NO LANE H NO LANE	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN	MI E OF COOK G) G)	Federal Funds (000) \$ 650 KANE CO LINE) (COOK	/Hoffman Estate
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unsproject Work Types Before Revision: Unsproject Work Types After Revision: Project Work Types After Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 an Estates) T	O BEVERLE H NO LANE H NO LANE	Federal (000) \$650 Y RD (0.8	MI E OF COOK G) G) Total Cost	Federal Funds (000) \$ 650	/Hoffman Estate Segment
I3-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstampletion Year After Revision: Unstampletion Year After Revision: Unstampletion Year After Revision: Project Work Types After Revision: Froject Work Types After Revision: Revision	F Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 ann Estates) T RFACE (WITH RFACE (WITH Project Phase CONSTRUCTI	O BEVERLE H NO LANE H NO LANE se ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY	MI E OF COOK G) Total Cost 650	Federal Funds (000) \$ 650 KANE CO LINE) (COOK	Segment 1783290000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstampletion Year After Revision: Unstampletion Year After Revision: Unstampletion Year After Revision: Project Work Types After Revision: Froject Work Types After Revision: Froject Work Types After Revision: Revision	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 Ian Estates) To RFACE (WITH RFACE (WITH Project Phase CONSTRUCTI Project Phase	O BEVERLE H NO LANE H NO LANE SE ON	FEDERAL (000) \$650 Y RD (0.8) WIDENIN WIDENIN FFY 10 FFY	MI E OF COOK G) Total Cost 650 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost	Segment 1783290000 Segment
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	F Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 ann Estates) T RFACE (WITH RFACE (WITH Project Phase CONSTRUCTI	O BEVERLE H NO LANE H NO LANE SE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY	MI E OF COOK G) Total Cost 650	Federal Funds (000) \$ 650 KANE CO LINE) (COOK	Segment 1783290000
03-10-0009 IDOT District 1 Division of IL 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns, Completion Year After Revision: Uns, Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 an Estates) T RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI Project Pha: CONSTRUCTI	O BEVERLE H NO LANE H NO LANE SSE ON SSE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI. Completion Year Before Revision: Uns. Completion Year After Revision: Uns. Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2	Change OK/Hoffm O - RESU O - RESU	Federal Fu (000) \$0 anan Estates) T RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI Project Pha: CONSTRUCTI	O BEVERLE H NO LANE H NO LANE SSE ON SSE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost Federal Cost 650	Segment 1783290000 Segment
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstrained University U	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2	Change OK/Hoffm O - RESU O - RESU Action Change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTI Project Phant CONSTRUCTI Pro-Revisi Federal Fe (000) \$0	O BEVERLE H NO LANE H NO LANE SE ON SE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision Financial Data Before Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (0	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 f Highways C 0.3 MI S OF ILL 62) (COOK/H-	Change OK/Hoffm O - RESU O - RESU Action Change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTI Project Phant CONSTRUCTI Pro-Revisi Federal Fe (000) \$0	O BEVERLE H NO LANE H NO LANE SE ON SE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Project Work Types Before Revision: Project Work Types After Revision Project: 03-10-0010 IDOT District 1 Division of Parring Type Type Type Type Type Type Type Type	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways C 3.3 MI S OF ILL 62) (COOK/Hopecified	Change OK/Hoffm O - RESU O - RESU Action Change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTI Project Phant CONSTRUCTI Pro-Revisi Federal Fe (000) \$0	O BEVERLE H NO LANE H NO LANE SE ON SE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Cinancial Data Before Revision Cinancial Data After Revision: Uns Completion Year Before Revision: Uns	f Highways C E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways C 3.3 MI S OF ILL 62) (COOK/Hopecified	Change O - RESU O - RESU Action Change offman E	Federal Fe (000) \$0 so an Estates) T RFACE (WITH Project Pha: CONSTRUCTI Project Pha: States) TO I-9	O BEVERLE H NO LANE H NO LANE SE ON SO ON SI ON SO ON SO ON SO ON SO ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 iouth Barri	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000
13-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Completion Year After Revision: Uns Croject Work Types After Revision: Croject Work Types After Revision: Croject Work Types After Revision: Croject Work Types After Revision Croject: 13-10-0010 IDOT District 1 Division of CHARRINGTON RD FROM ALGONQUIN RD (COmpletion Year Before Revision: Uns Croject Work Types Before Revision: Uns Croject Work Types Before Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways C 0.3 MI S OF ILL 62) (COOK/Highecified pecified	Change OK/Hoffm OF RESU OF RESU Action Change offman E	Federal Fe (000) \$0 RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTION PROJECT	O BEVERLE H NO LANE H NO LANE SE ON SE ON JOIN JOIN JOIN JOIN JOIN JOIN JOIN J	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 Gouth Barr	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington)	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of fil. 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types After Revision: Project Work Types After Revision:	f Highways CC E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways CC 0.3 MI S OF ILL 62) (COOK/Highecified pecified HIGHWAY/ROAL	change O - RESU Action Change Change Change O - RESU O - RESU O - RESU O - RESU	Federal Fe (000) \$0 RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTION PROJECT	O BEVERLE H NO LANE H NO LANE SSE OON SION SION SION H NO LANE H NO LANE	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 Gouth Barr	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington)	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000
03-10-0009 IDOT District 1 Division of fil. 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types After Revision: Project Work Types After Revision:	f Highways CC E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways CC 3.3 MI S OF ILL 62) (COOK/Hopecified specified HIGHWAY/ROAL HIGHWAY/ROAL HIGHWAY/ROAL	change O - RESU Action Change Offman B O - RESU Change C	Federal Fe (000) \$0 so an Estates) T RFACE (WITH Project Pha: CONSTRUCTI PROJECT PRO	O BEVERLE H NO LANE H NO LANE SE ON SO ON H NO LANE H NO LANE H NO LANE	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 iouth Barr	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G)	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500	Segment 1783290000 Segment 1-78329-0000 Percentage Change
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AD Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types After Revision: Financial Data Before Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (O Completion Year Before Revision: Uns Completion Year After Revision: Uns Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	f Highways C E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 f Highways C 0.3 MI S OF ILL 62) (COOK/H- pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source	change O - RESU Action Change offman E O - RESU Change	Federal Fu (000) \$0 ana Estates) T RFACE (WITH RFACE (WITH Project Phan CONSTRUCTI Project Phan CONSTRUCTI Pre-Revisi Federal Fu (000) \$0 Estates) TO I-1 RFACE (WITH RFACE (WITH RFACE (WITH RFACE (WITH	O BEVERLE H NO LANE H NO LANE SSE OON SION SON H NO LANE H NO LANE H NO LANE SSE OON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FSY 10 Post-Refederal (000) \$1500 Gouth Barr WIDENIN WIDENIN WIDENIN WIDENIN WIDENIN FFY	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500	Segment 1783290000 Segment 1-78329-0000 Percentage Change
13-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVECTOR OF THE LONG TO THE LON	f Highways E (0.4 MI W OF ILL 59) (COO specified specified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways C 3.3 MI S OF ILL 62) (COOK/Hopecified specified HIGHWAY/ROAL HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL	change change	Federal Fe (000) \$0 an Estates) T RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTI Project Phant CONSTRUCTI Profect Phant (000) \$0 \$CONSTRUCTI PROJECT	O BEVERLE H NO LANE H NO LANE SE ON SION ON H NO LANE H NO LANE SO ON	FEDERAL (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 iouth Barr WIDENIN WIDENIN WIDENIN WIDENIN FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AD Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types After Revision: Financial Data Before Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (O Completion Year Before Revision: Uns Completion Year After Revision: Uns Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 f Highways C O.3 MI S OF ILL 62) (COOK/H- specified HIGHWAY/ROAE HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ILL Fund Source ILL Fund Source	change change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH Project Phant CONSTRUCTI Project Phant CONSTRUCTI Project Phant Project Phant Project Phant Project Phant CONSTRUCTI	O BEVERLE H NO LANE H NO LANE SE ON SION H NO LANE H NO LANE SO ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 SOUTH BARTH WIDENIN WIDENIN WIDENIN WIDENIN WIDENIN FFY 10 FFY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstraint Office of Completion Year After Revision: Unstraint Office of Completion Year After Revision: Oroject Work Types After Revision: Oroject Work Types After Revision: Oroject Work Types After Revision Project Work Types After Revision Project: 03-10-0010 IDOT District 1 Division of SARRINGTON RD FROM ALGONQUIN RD (Orompletion Year Before Revision: Unstraint Oroject Work Types After Revision: Oroject Work Types After Re	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 f Highways C O.3 MI S OF ILL 62) (COOK/H- specified HIGHWAY/ROAE HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ILL Fund Source ILL Fund Source	change change	Federal Fe (000) \$0 an Estates) T RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI Project Pha: CONSTRUCTI Pre-Revisi Federal Fe (000) \$0 States) TO I-9 RFACE (WITH RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI	O BEVERLE H NO LANE H NO LANE SSE ON SON SON H NO LANE H NO LANE SON ON Pre-Reviss Federal Fr	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost Federal Cost Federal Cost Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVICED PROPERTION OF THE PROPE	f Highways C (E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 f Highways C (200K/Higherified HIGHWAY/ROAL HIGHWAY/ROAL HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2	change change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI Project Pha: CONSTRUCTI Pre-Revisi Federal Fe (000) \$0 Estates) TO I-6 RFACE (WITH RFA	O BEVERLE H NO LANE H NO LANE SE ON SE ON H NO LANE H NO LANE SE ON Pre-Revis Federal Fr (000)	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change
3-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstanding Troject Work Types Before Revision: Unstandial Data Before Revision: Unstandial Data Before Revision: Inancial Data After Revision Inancial Data After Revision Inancial Data After Revision IDOT District 1 Division of ARRINGTON RD FROM ALGONQUIN RD (Unstandial Data Before Revision: Unstandial Data After Revision	f Highways C E (0.4 MI W OF ILL 59) (COO ppecified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 A f Highways C O O O O O O O O O O O O O O O O O O O	change O - RESU Action Change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH RFACE (WITH Project Phan CONSTRUCTI Project Phan CONSTRUCTI Pre-Revisi Federal Fe (000) \$0 Estates) TO I-1 RFACE (WITH RFA	H NO LANE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost Federal Cost Federal Cost Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000
13-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unstraint Office of the Work Types Before Revision: Unstraint Office of the Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Project: 13-10-0010 IDOT District 1 Division of SARRINGTON RD FROM ALGONQUIN RD (Office of the Work Types Before Revision: Unstraint Office of the Work Types After Revision: Unstraint Office of the Work Types After Revision: Project Work Types After Revision: Unstraint Data Before Revision Financial Data After Revision Financial Data After Revision of Public & International Data After Revision of Public & International Data Before Revision of Public & In	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 A f Highways C O O O O O O O O O O O O O O O O O O O	change O - RESU Action Change	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH RFACE (WITH Project Phan CONSTRUCTI Project Phan CONSTRUCTI Pre-Revisi Federal Fe (000) \$0 Estates) TO I-1 RFACE (WITH RFA	H NO LANE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change
03-10-0009 IDOT District 1 Division of L 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Completion Year After Revision: Uns Coroject Work Types Before Revision: Croject Work Types After Revision: Croject Work Types After Revision Croject: 03-10-0010 IDOT District 1 Division of Completion Year Before Revision: Uns Completion Year Before Revision: Uns Completion Year Before Revision: Croject Work Types After Revision: Croject: 04-05-0002 IDOT Division of Public & In CREATE BELTWAY CORRIDOR FROM TOWE Completion Year Before Revision: Uns	f Highways C E (0.4 MI W OF ILL 59) (COO specified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 A f Highways C O O O O O O O O O O O O O O O O O O O	change O - RESU Action Action Change O - RESU Change O - RESU O - RESU O - RESU	Federal Fe (000) \$0 an Estates) T RFACE (WITH RFACE (WITH Project Pha: CONSTRUCTI Project Pha: CONSTRUCTI Pre-Revisi Federal Fe (000) \$0 RFACE (WITH RFACE	H NO LANE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change
D3-10-0009 IDOT District 1 Division of CL 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Unspecification Year After Revision: Unspecification Year After Revision: Unspecification Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: D3-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (OBARRINGTON RD FROM ALGONQUIN RD (Unspecification) Year After Revision: Unspecification Year After Revision: Unspecification Year After Revision: Project Work Types Before Revision: Project Work Types After Revision Project: D4-05-0002 IDOT Division of Public & Increase Before Revision: Unspecification Year After Revision: Project Work Types After Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 A f Highways C O.3 MI S OF ILL 62) (COOK/H- pecified HIGHWAY/ROAL HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2	change O - RESU Action Change Coffman E O - RESU ON JUNC	Federal Forman (000) \$0 REFACE (WITH REFACE (WITH Project Phane CONSTRUCTI PROJECT PR	H NO LANE ON	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN THE PY 10 Post-Refederal (000) \$1500 SOUTH BARRY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change
D3-10-0009 IDOT District 1 Division of IL 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision Financial Data Before Revision Project: D3-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (O Completion Year After Revision: Uns Project Work Types Before Revision: Uns Project Work Types After Revision: Uns Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Uns Project Work Types After Revision: Uns D4-05-0002 IDOT Division of Public & In CREATE BELTWAY CORRIDOR FROM TOWE Completion Year After Revision: Uns Project Work Types Before Revision: Uns Project Work Types Before Revision: Uns Completion Year Before Revision: Uns Project Work Types After Revision: Uns Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision:	f Highways C E (0.4 MI W OF ILL 59) (COO pecified pecified HIGHWAY/ROAE HIGHWAY/ROAE Fund Source ILL Fund Source ARRA2 A f Highways C O O O O O O O O O O O O O O O O O O O	change O - RESU Action Change Coffman E O - RESU ON JUNC	Federal Formation (COOK) Federal Formation (COOK) Free Revision Federal Formation (COOK) Action (COOK) CTS CTS	O BEVERLE H NO LANE H NO LANE SE ON SE ON H NO LANE H NO LANE SE ON Pre-Revis Federal Fu (000)	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 FFY 10 Post-Refederal (000) \$1500 iouth Barr WIDENIN WIDENIN WIDENIN WIDENIN FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) G) Total Cost 1500 Total Cost 1500 Total Cost	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000)	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change
IL 72 HIGGINS RD (WB) FROM FORBES AVI Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Financial Data Before Revision Project: 03-10-0010 IDOT District 1 Division of BARRINGTON RD FROM ALGONQUIN RD (O Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types Before Revision: Financial Data Before Revision Project Work Types After Revision: Financial Data Before Revision Financial Data Before Revision Financial Data Fore Revision Financial Data Fore Revision Financial Data Fore Revision Financial Data Fore Revision Completion Year Before Revision: Uns Financial Data Fore Revision Project: 04-05-0002 IDOT Division of Public & In CREATE BELTWAY CORRIDOR FROM TOWE Completion Year Before Revision: Uns	f Highways Copecified pecified HIGHWAY/ROAL Fund Source ILL Fund Source ARRA2 f Highways Copecified Highway/ROAL Fund Source ARRA2 f Highway ROAL Fund Source ARRA2 fund Source ARRA2 fintermodal Transportation ER B-12 (COOK) TO THORNTO ER B-12 (COOK) TO THORNTO EXPECTIVE ARRANGE ARR	change O - RESU Action Action Action ACT PROJECT F PROJECT F PROJECT	Federal Fe (000) \$0 RFACE (WITH RFACE (WITH RFACE (WITH Project Phant CONSTRUCTI Project Phant	O BEVERLE H NO LANE H NO LANE SSE ON SION SION SION ON PRE-REVIS FEGERAL FIT (000) \$174670	Federal (000) \$650 Y RD (0.8 WIDENIN WIDENIN FFY 10 Post-Refederal (000) \$1500 Fouth Barri WIDENIN WIDENIN WIDENIN FFY 10 FFY 10 Contact of the post-refered form of the po	MI E OF COOK G) G) Total Cost 650 Total Cost 650 evision Funds ington) G) Total Cost 1500 Total Cost 1500 Total Cost 1500 Total Cost 1500 Federal Fund (000) \$152630	Federal Funds (000) \$ 650 KANE CO LINE) (COOK Federal Cost 650 Change in Federal Funds (000) \$ 1500 Federal Cost 1500 Change in Federal Funds (000) \$ -22040	Segment 1783290000 Segment 1-78329-0000 Percentage Change Segment 1780450000 Segment 1-78045-0000 Percentage Change -12.62%

Completion Year After Revision: Project Work Types Before Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Plannin US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming the and I-290 Bridge Implemental Inspecified Unspecified Inspecified PEDESTRIAN F ENHANCEMENT PEDESTRIAN F	ce Project CONSTR ce Project CONSTR Action Change provements FROM ACILITY F - LANDSCAPING	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{9}{2}\$\$\$\$615 Washington asse ATION ATION ATION ATION	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	rederal (000) \$ 270	Segment AWARDE 102167 UNFUNE Segment	ED 102167 E1 AND E2 DED ITEP REQUEST
Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project:	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming ee and I-290 Bridge Imp Unspecified Unspecified PEDESTRIAN F ENHANCEMEN' PEDESTRIAN F ENHANCEMEN' Fund Source STP-E STP-E TBD Fund Source	ACILITY T - LANDSCAPING Project Ph ENGINEERII CONSTRUCT IMPLEMENT Project Ph	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{9}{2}\$	FFY 12 FFY 10 vision I Funds Blvd (COO	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885 K/Hillside) TO Roo Total Cost 650 119 4681 Total Cost	Federal Cost 520 95 0 Federal Cost Change Federal (000) \$270 \$270 COOK	Segmen AWARDE 102167 UNFUNE Segmen	R860000, 1708360300 ment 786-0000 Percentage Change 43.9% at ED 102167 E1 AND E2 DED ITEP REQUEST nt
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Plannin US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming ee and I-290 Bridge Imp Unspecified Unspecified Unspecified PEDESTRIAN F ENHANCEMEN' PEDESTRIAN F ENHANCEMEN' Fund Source STP-E STP-E TBD	ACILITY F - LANDSCAPING ACILITY F - LANDSCAPING Project Ph ENGINEERII CONSTRUCT IMPLEMENT	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{9}{2} \\$615 Washington ase NG TION ATION	FFY 12 FFY 10 vision I Funds Blvd (COO	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885 K/Hillside) TO Roo Total Cost 650 119 4681	Federal Cost Change Federal (000) \$270 ossevelt Road (COOK) Federal Cost 520 95 0	Segmen AWARDE 102167 UNFUNE	R860000, 1708360300 ment 786-0000 Percentage Change 43.9% at ED 102167 E1 AND E2 DED ITEP REQUEST
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Planning US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming the and I-290 Bridge Imp Unspecified Unspecified Unspecified II: PEDESTRIAN F ENHANCEMEN' PEDESTRIAN F ENHANCEMEN' Fund Source STP-E STP-E	ACILITY - LANDSCAPING ACILITY - LANDSCAPING - Project Ph - ENGINEERII CONSTRUCT	Phase UCTION Phase UCTION Pre-Re Federa (000) 9 \$615 Washington	FFY 12 FFY 10 vision I Funds Blvd (COO	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885 K/Hillside) TO Roo Total Cost 650 119	Federal Cost Change Federal (000) \$270 Observeit Road (COOK) Federal Cost 520 95	Segmen AWARDE 102167	Percentage Change 43.9% The ED 102167 E1 AND E2
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Planning US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming se and I-290 Bridge Imp Unspecified Unspecified Unspecified II: PEDESTRIAN F ENHANCEMEN PEDESTRIAN F ENHANCEMEN FUND Source STP-E	ce Project CONSTR Project CONSTR Action Change Provements FROM ACILITY - LANDSCAPING ACILITY - LANDSCAPING Project Ph ENGINEERII	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{\$\frac{1}{2}\$}{\$\frac{1}{2}\$}\$\$ \$\frac{1}{2}\$\$ \$\frac{1}{2	FFY 12 FFY 10 Vision I Funds Blvd (COO	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885 K/Hillside) TO Roo Total Cost 650	Federal Cost 460 Change Federal (000) \$270 osevelt Road (COOK	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change 43.9%
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: D4-06-0026 IDOT Office of Planning US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming ee and I-290 Bridge Imp Unspecified Drispecified PEDESTRIAN F ENHANCEMEN' PEDESTRIAN F ENHANCEMEN' FUND Source	ce Project CONSTR ce Project CONSTR Action Change provements FROM ACILITY F - LANDSCAPING ACILITY F - LANDSCAPING Project Ph	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{\$\frac{4}{5}\text{5}}{2}\$\$ Washington	FFY 12 FFY 10 vision I Funds Blvd (COO	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fur (000) \$885 K/Hillside) TO Roo	Federal Cost Gonds Change Federal (000) \$ 270 Dissevelt Road (COOK) Federal Cost	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change 43.9%
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: D4-06-0026 IDOT Office of Planning US 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming se and I-290 Bridge Imp Unspecified Unspecified Unspecified 1: PEDESTRIAN F ENHANCEMEN PEDESTRIAN F ENHANCEMEN	ce Project CONSTR ce Project CONSTR Action Change Provements FROM ACILITY - LANDSCAPING ACILITY - LANDSCAPING	Phase UCTION Phase UCTION Pre-Re Federa (000) \$\frac{1}{2}\$	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885 K/Hillside) TO Roo	Federal Cost 460 Change Federal (000) \$270 osevelt Road (COOK	1767 Seg 1-76 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change 43.9%
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: D4-06-0026 IDOT Office of Planning IS 12 20 45 Mannheim Road Streetscap Completion Year Before Revision: D7-00-0000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office of Planning IS 12 70 45 Mannheim Road Streetscap IS 12 70 45 Mannheim Road Streetscap Completion Year After Revision: D7-00-00000 IDOT Office Office of Planning IS 12 70 45 Mannheim Road Streetscap IS 12 70	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming the and I-290 Bridge Implemental Inspecified Unspecified Inspecified PEDESTRIAN F ENHANCEMENT PEDESTRIAN F	ce Project CONSTR ce Project CONSTR Action Change provements FROM ACILITY F - LANDSCAPING ACILITY ACILITY	Phase UCTION Phase UCTION Pre-Re Federa (000) e \$615	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	Federal Cost 460 Change Federal (000) \$ 270	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project:	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming the and I-290 Bridge Impl Unspecified Unspecified I: PEDESTRIAN F	ce Project CONSTR ce Project CONSTR Action Change provements FROM	Phase UCTION Phase UCTION Pre-Re Federa (000) e \$615	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	Federal Cost 460 Change Federal (000) \$ 270	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 14-06-0026 IDOT Office of Planning IS 12 20 45 Mannheim Road Streetscap Completion Year Before Revision:	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming the and I-290 Bridge Impulses	ce Project CONSTR CONSTR CONSTR Action Change	Phase UCTION Phase UCTION Pre-Re Federa (000) e \$615	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	Federal Cost 460 Change Federal (000) \$ 270	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Planning JS 12 20 45 Mannheim Road Streetscap	HIGHWAY/R Fund Source ILL Fund Source ARRA2 g & Programming e and I-290 Bridge Imp	ce Project CONSTR CONSTR CONSTR Action Change	Phase UCTION Phase UCTION Pre-Re Federa (000) e \$615	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	Federal Cost 460 Change Federal (000) \$ 270	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change
Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 04-06-0026 IDOT Office of Planning	HIGHWAY/R Fund Sourc ILL Fund Sourc ARRA2	ce Project CONSTR CONSTR CONSTR Action Change	Phase UCTION Phase UCTION Pre-Re Federa (000) e \$615	FFY 12 FFY 10 vision I Funds	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fui (000) \$885	Federal Cost 460 Change Federal (000) \$ 270	1767 Seg 1-76 in Funds	7860000, 1708360300 ment 786-0000 Percentage Change
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	HIGHWAY/R Fund Sourc ILL Fund Sourc	CONSTR CONSTR	Phase UCTION Phase UCTION Pre-Re Federa	FFY 12 FFY 10	Total Cost 3000 Total Cost 460 Post-Revisi Federal Fur	0 Federal Cost 460 con Change nds Federal	1767 Seg 1-76	7860000, 1708360300 ment 786-0000
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	HIGHWAY/R Fund Sourc ILL Fund Sourc	CONSTR CONSTR	Phase UCTION Phase UCTION Pre-Re	FFY 12 FFY 10	Total Cost 3000 Total Cost 460 Post-Revisi	0 Federal Cost 460	1767 Seg 1-76	7860000, 1708360300 ment 786-0000
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/R Fund Sourc ILL Fund Sourc	ce Project CONSTR	Phase UCTION Phase	FFY 12 FFY	Total Cost 3000 Total Cost	0 Federal Cost	1767 Seg	7860000, 1708360300 ment
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/R Fund Source ILL	e Project CONSTR	Phase UCTION	FFY 12	Total Cost	0	1767	7860000, 1708360300
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before	HIGHWAY/R		-		•	Federal Cost	Seg	ment
Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision:		UAD - RESURFACE	•	LANE WIL	LIVING)			
Completion Year After Revision:	II HIGHWAI/K		-					
	Unspecified HTGHWAY/P	oad - Resurface	(WITH NO	LANE WID	ENING)			
•	•	, MARIN ND (COOK	·)					
04-06-0016 IDOT District 1 Divisio LAWRENCE AVE FROM FORSTER AVE (C		Change RIVER RD (COOK	\$0 :)		\$460	\$ 460		
-	6111.1		(000)	uilus	(000)	(000)	uilus	r ercentage Change
Project:		Action	Pre-Revis		Post-Revision Federal Fund			Percentage Change
	HRA	-	RUCTION	09	1100	1100		7319-0000/AWARDED
Financial Data After Revision	Fund Sour			09 FFY	Total Cost	Federal Cost		/319-0000 j ment
Revision	HRA	•	RUCTION	09	1100	1100		7319-0000
Financial Data Before	Fund Source		•	FFY	Total Cost	Federal Cost	Sec	ıment
Project Work Types Before Revision:		.oad - Resurfaci .oad - Resurfaci	-		-			
Completion Year After Revision: Project Work Types Before Revision	•	OAD - RESURFACI	E (WITH N∩	LANE WIT	DENING)			
Completion Year Before Revision:	Unspecified	V A						
14-06-0013 IDOT District 1 Divisio GUNNISON ST FROM IL 43 HARLEM AVI		Change /E (COOK)	\$1100		\$1100	\$ 0		0%
-	n of Highways		(000)	unus	(000)	(000)	ariu3	
Project:		Action	Pre-Revis		Post-Revision Federal Fund			Percentage Change
	Tiger	IMPLEMENTATIO	ON 10	7982	50300	B-2 PR	UNISO	
	NRS	IMPLEMENTATIO				B9 ARC		
	NRS	IMPLEMENTATION OF THE PROPERTY			3600			JUNCTION
	Tiger	IMPLEMENTATION IN THE PROPERTY OF THE PROPERTY					P HARVEY	
	NRS	IMPLEMENTATION IMPLEM			2960		Francis LUE ISLAN	
	NRS NRS	IMPLEMENTATION IMPLEM			3390 20720		GO-CP CAI	NAL SCO TO CP 123RD
	NRS	IMPLEMENTATIO				B-6 MC		
	Tiger	IMPLEMENTATION IN THE						GE AND BROADVIEW
	NRS NRS	IMPLEMENTATION IMPLEM			2300			GE AND BROADVIEW
	ILL NRS	ENGINEERING-I IMPLEMENTATION			0 1100	B-2, B- B-2 PR	6, B-9, B-1 Oviso	12
	NRS	CONSTRUCTION			6480		LROSE CO	
	NRS	CONSTRUCTION						ERS AT B12 TOWER
Financial Data After Revision	Fund Source	Project Phase	FF			al Cost Segme		
	NRS	IMPLEMENTATION CONSTRUCTION						ERS AT B12 TOWER
	NRS NRS	IMPLEMENTATIO			3600	B16 TH B9 ARG		JUNCTION
	NRS	IMPLEMENTATION IN THE PROPERTY OF THE PROPERTY					P HARVEY	
	NRS	IMPLEMENTATION IN THE			2960		LUE ISLAN	
	NRS	IMPLEMENTATION IMPLEMENTATION					go-cp cai P-francis	NAL SCO TO CP 123RD
	NRS NRS	IMPLEMENTATIO) 10800 3390	B-6 MC		MAI
	NRS	IMPLEMENTATIO			5700		OADVIEW	
		IMPLEMENTATION IN THE PROPERTY OF THE PROPERTY					GRANGE	
	NRS		ON 10				OVISO	

Project:	Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)			ige in ral Funds)	5	Perce	entage Cha	ange
1-06-0033 CMAP	Change	\$397		\$386		\$ -11	-		-2.77	%	
RIOUS SIDEWALK PROJECTS FF	,		RK								
mpletion Year Before Revisi mpletion Year After Revision											
roject Work Types Before Rev		PEDESTRIAN F									
roject Work Types After Revis	ision:	PEDESTRIAN F	ACILITY								
nancial Data Before evision		Fund Source		Project Phase		FFY	Tota	I Cost	Feder	al Cost	Segment
		CMAQ		CONSTRUCTION		09	214		171		
noncial Data After Devision		CMAQ		IMPLEMENTATION		09	283	l Cost	226	al Coat	C
inancial Data After Revision		Fund Source CMAQ		Project Phase CONSTRUCTION		FFY 10	214	Cost	160	al Cost	Segment
		CMAQ		IMPLEMENTATION		09	283		226		AWARDED
roject:	Action	Pre-Revision Federal Funds		Post-Revision Federal Funds			ige in ral Funds	5	Perce	entage Cha	ange
		(000)		(000)		(000)			-	_
I-06-0034	Change	\$60		\$60		\$ 0			0%		
ompletion Year Before Revisi	-										
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nancial Data Before evision		Fund Source		Project Phase		FFY	Total Co	ost	Federal (Cost	Segment
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nancial Data After Revision		Fund Source		Project Phase		FFY	Total Co	ost	Federal (Cost	Segment
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roject:	Act	(000)	(000)	unds	Change in Federal Funds (000)		ntage Change
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roject:	Act	Pre-Revision ion Federal Funds (000)	Post-Rev Federal F (000)	unds	Change in Federal Funds (000)	Perce	ntage Change
5-08-0004 IDOT District 1 Division of Highway	ys Cha	, ,	\$2110		\$ 2110		
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inancial Data After Revision	Fund Source	Project Phase	10 FFY	Total Cost	0 Federal	Cost	Segment
	ARRA2	CONSTRUCTION	10	410	410	-	1-77138-0000
	ARRA2	CONSTRUCTION	10	1700	1700		1-70066-0000
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		000) 720 S)	(000) \$738	\$ 18)	2.5%	
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AST AVENUE FROM ROOSEVELT ROAD (COOK) TO completion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision Inancial Data After Revision Project: 5-09-0005 Central Council of Mayors arrington Avenue FROM Brainard Ave (COOK) TO Knowpletion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision: Inancial Data Before Revision: Inancial Data Before Revision: Inancial Data After Revision: Inancial Data After Revision: Inancial Data After Revision	CERMAK ROAD (COOK HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Change \$ \$ ensington Avenue (COOK HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Fund Source LRA Fund Source LRA Fund Source CRA Act Cha	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Pre-Revision - Federal Funds (000) - Results of Pre-Revision - Results of Pre-Revision - Pre-Revision	\$738 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN POR POST-Revision Federal Funds (000) \$293 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN POR FFY DN 10 POST-Rev Federal F (000) \$2500	\$ 18 G) G) G) Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds	pst Fec 720 pst Fec 738 ge in ral Funds) pst Fec 293 Change in rederal Funds	Percent: 75.45%	Segment age Change Segment Segment
AST AVENUE FROM ROOSEVELT ROAD (COOK) TO completion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision roject: 6-09-0005 Central Council of Mayors urlington Avenue FROM Brainard Ave (COOK) TO K completion Year After Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types After Revision: roject Work Types After Revision: nancial Data Before evision nancial Data After Revision: nancial Data After Revision: nancial Data After Revision: roject Work Types After Revision: nancial Data After Revision: unspecified roject Work Types After Revision: unspecified roject: 6-09-0010 IDOT District 1 Division of Highway TTH ST FROM DUPAGE CTY LINE (COOK/Hinsdale) completion Year Before Revision: Unspecified completion Year After Revision: Unspecifie	HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Find Change \$ ensington Avenue (COO HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Fund Source LRA TO EAST AVE/ EBERLY	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project Phase CONSTRUCTIO - RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project Phase	\$738 NO LANE WIDENIN NO LANE WIDENIN POR POST-REVISION FEDERAL NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN POR POST-REV NO LANE WIDENIN POR POST-REV PON 10 POST-REV FEGERAL FFY ON 5000 Springs)	\$ 18 G) G) G) Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds	pst Fec 720 pst Fec 738 ge in rail Funds) pst Fec 293 Change in rederal Funds (000)	Percenta 75.45% Jeral Cost Percenta 75.45%	Segment age Change Segment Segment
AST AVENUE FROM ROOSEVELT ROAD (COOK) TO completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision roject: 5-09-0005 Central Council of Mayors urlington Avenue FROM Brainard Ave (COOK) TO K completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified oroject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision: Unspecified oroject Work Types After Revision: inancial Data After Revision: inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified oroject Work Types Before Revision: Unspecified oroject Work Types Before Revision: Unspecified oroject Work Types Before Revision:	HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Find Change \$ ensington Avenue (COO HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Pre-Revision - Federal Funds (000) - Results of Pre-Revision - Results of Pre-Revision - Pre-Revision	\$738 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN e FFY NO 09 Post-Revision Federal Funds (000) \$293 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN E FFY NN 10 Post-Revision Federal F (000) \$2500 Springs)	\$ 18 G) G) G) Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds	pst Fec 720 pst Fec 738 ge in rail Funds) pst Fec 293 Change in rederal Funds (000)	Percenta 75.45% Jeral Cost Percenta 75.45%	Segment age Change Segment Segment
AST AVENUE FROM ROOSEVELT ROAD (COOK) TO completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision Froject: 5-09-0005 Central Council of Mayors urlington Avenue FROM Brainard Ave (COOK) TO K completion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision: Unspecified roject Work Types After Revision: inancial Data After Revision: inancial Data After Revision: Unspecified roject Work Types After Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year Before Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types After Revision: Hroject Work Types Aft	HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Change \$ ensington Avenue (COA HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project Phase CONSTRUCTIO - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project	\$738 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN e FFY NN 09 e FFY NN 09 Post-Revision Federal Funds (000) \$293 NO LANE WIDENIN NO LANE WIDENIN e FFY NN 10 e FFY NN 10 FOST-Rev Federal F (000) \$2500 Springs)	\$ 18 G) G) G) Total Co 842 Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds	pst Fec 720 pst Fec 738 ge in ral Funds) pst Fec 293 Change in Federal Funds (000) § 0	Percenta 75.45% Jeral Cost Percenta 75.45% Perce 0%	Segment age Change Segment Segment
AST AVENUE FROM ROOSEVELT ROAD (COOK) TO ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision roject: 5-09-0005 Central Council of Mayors urlington Avenue FROM Brainard Ave (COOK) TO K ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision: Unspecified roject Work Types After Revision: inancial Data After Revision: inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified roject Work Types Before Revision: H roject Work Types Before Revision: H roject Work Types After Revision: H roject W roject W roject W roject W roject W roject W rojec	HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Change \$ ensington Avenue (COO HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA FUND SOURCE	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase	Post-Revision Federal Funds (000) \$293 NO LANE WIDENIN 10 Post-Revision Federal Funds (000) \$293 NO LANE WIDENIN 10 Post-Rev FFY	\$ 18 G) G) G) Total Co 842 Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds ision unds fede (000) fede (000) fed (000) fede (000) fed	pst Fec 720 pst Fec 738 ge in rail Funds) pst Fec 293 Change in rederal Funds (000)	Percent: 75.45% leral Cost Percent: 75.45% Perce 0%	Segment Segment Segment Segment
AST AVENUE FROM ROOSEVELT ROAD (COOK) TO completion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before revision roject: 5-09-0005 Central Council of Mayors urlington Avenue FROM Brainard Ave (COOK) TO K completion Year Before Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types After Revision: inancial Data Before revision: inancial Data Before roject Work Types After Revision: inancial Data After Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types Before Revision: Unspecified roject Work Types Before Revision: Historical Data Before Revision: Histor	HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA Fund Source LRA Action Change \$ ensington Avenue (COA HIGHWAY/ROAD HIGHWAY/ROAD Fund Source LRA	- RESURFACE (WITH I - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project Phase CONSTRUCTIO - RESURFACE (WITH I - RESURFACE (WITH I - Project Phase CONSTRUCTIO - Project	\$738 NO LANE WIDENIN NO LANE WIDENIN NO LANE WIDENIN e FFY NN 09 e FFY NN 09 Post-Revision Federal Funds (000) \$293 NO LANE WIDENIN NO LANE WIDENIN e FFY NN 10 e FFY NN 10 FOST-Rev Federal F (000) \$2500 Springs)	\$ 18 G) G) G) Total Co 842 Total Co 738 Chan Fede (000 \$ 126 G) Total Co 335 Total Co 348 ision unds ision unds g g g g g g g g g g g g g	pst Fec 720 pst Fec 738 ge in ral Funds) pst Fec 293 Change in Federal Funds (000) § 0	Percenta 75.45% Jeral Cost Percenta 75.45%	Segment Segment Segment Segment

Project:	Ac	tion	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change in Federal Fu (000)	nds	Percer	ntage Change
5-09-0015 IDOT District 1 Division of Highways		ange	\$0	\$0		\$ 0			
S 34 US 34 FROM BASSFORD ST (COOK/LaGrange) TO) BN KR (COOK/La	Grange	2)						
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified									
Project Work Types Before Revision:	HIGHWAY/ROAD	- RESU	RFACE (WITH NO	LANE WIDENING	5)				
Project Work Types After Revision:	HIGHWAY/ROAD	- RESU	RFACE (WITH NO	LANE WIDENING	G)				
Financial Data Before Revision	Fund Source		Project Phase	FFY	Total Cost	Fed	eral Cost	:	Segment
	NHS		CONSTRUCTION	MYB	720	576			1780720000
Financial Data After Revision	Fund Source		Project Phase CONSTRUCTION	FFY 10	Total Cost	: Fed	eral Cost	:	Segment 1-78072-0000
Project:	Ac	tion	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change in Federal Fu (000)	nds	Percer	ntage Change
05-09-0016 IDOT District 1 Division of Highways	Ch	ange	\$0	\$0		\$ 0			
55TH ST FROM EASE AVE/EBERLY AVE (COOK/McCook)				1.					
Completion Year Before Revision: Unspecified									
Completion Year After Revision: Unspecified	LITCUMAY/DOAD	DEC	DEACE (NATTH AIC	I ANIE WITDENITAL	~\				
Project Work Types Before Revision: Project Work Types After Revision:			RFACE (WITH NO RFACE (WITH NO		,				
inancial Data Before							oual C		Comment
Revision	Fund Source		Project Phase	FFY	Total Cost	. red	eral Cost		Segment
inancial Data After Povicion	ILL Fund Source		CONSTRUCTION Project Phase	10	720	, Fait	oral Cart		Coamont
Financial Data After Revision	TLL		Project Phase CONSTRUCTION	FFY 10	Total Cost	. red	eral Cost		Segment 1-78331-0000
				10					_ , 5551 5000
Project:	Ac	tion	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change in Federal Fu (000)	nds	Percer	ntage Change
05-09-0017 IDOT District 1 Division of Highways	Ch	ange	\$4240	\$0		\$ -4240		-100%	
OLIET RD FROM I- 294 I-294 (COOK/Burr Ridge) TO I	L 43 HARLEM AVE	(COOK	/McCook)						
Completion Year Before Revision: Unspecified									
Completion Year After Revision: Unspecified	HICHWAY/POAD	DECLI	DEACE (MITTU NO		_,				
				I VIII WILLIAM	3)				
-			•	LANE WIDENING	-				
Project Work Types After Revision:	HIGHWAY/ROAD	- RESU	RFACE (WITH NO	LANE WIDENING	G)		oral Cart		Sagment
Project Work Types After Revision: Financial Data Before	HIGHWAY/ROAD Fund Source	- RESU	RFACE (WITH NO Project Phase	LANE WIDENING	G) Total Cost		eral Cost	:	Segment
Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/ROAD Fund Source STP-U	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION	LANE WIDENING FFY 10	Total Cost	4240)		1780410000
Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/ROAD Fund Source	- RESU	RFACE (WITH NO Project Phase	LANE WIDENING	G) Total Cost	4240			_
Project Work Types After Revision: Financial Data Before Revision	HIGHWAY/ROAD Fund Source STP-U Fund Source	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase	LANE WIDENING FFY 10 FFY	Total Cost 5300 Total Cost	4240)		1780410000 Segment
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase	LANE WIDENING FFY 10 FFY	Total Cost 5300 Total Cost 3605	4240) eral Cost	:	1780410000 Segment
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project:	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ac	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	LANE WIDENING FFY 10 FFY 10 Post-Re Federal (000)	Total Cost 5300 Total Cost 3605	4240 Fed Change in Federal Fu (000)) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: D5-10-0002 IDOT District 1 Division of Highways	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ac	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	FFY 10 FFY 10 Post-Re Federal	Total Cost 5300 Total Cost 3605	4240 Fed Change in Federal Fu) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0.	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ac	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	LANE WIDENING FFY 10 FFY 10 Post-Re Federal (000)	Total Cost 5300 Total Cost 3605	4240 Fed Change in Federal Fu (000)) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ac	- RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	LANE WIDENING FFY 10 FFY 10 Post-Re Federal (000)	Total Cost 5300 Total Cost 3605	4240 Fed Change in Federal Fu (000)) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C	- RESU ction lange COOK/H	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N	FFY 10 FFY 10 Post-Refederal (000) \$6850	Total Cost 5300 Total Cost 3605 vision Funds	Change in Federal Fu (000) \$ 6850) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: D5-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C	- RESU ction lange COOK/H	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins)	FFY 10 FFY 10 Post-Refederal (000) \$6850	Total Cost 5300 Total Cost 3605 vision Funds	Change in Federal Fu (000) \$ 6850) eral Cost	:	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C	- RESU ction lange COOK/H URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N	FFY 10 FFY 10 Post-Refederal (000) \$6850	Total Cost 5300 Total Cost 3605 vision Funds	Change in Federal Fu (000) \$ 6850) eral Cost	Percer	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	Fund Source STP-U Fund Source ILL Ch 5 MI S OF I-55) (C BRIDGE/STRUCTU BRIDGE/STRUCTU	- RESU ction nange COOK/H URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N.	FFY 10 FFY 10 Post-Refederal (000) \$6850 D CHNG IN #, W, W, CHNG IN #, W, W, CHNG IN #, W,	Total Cost 5300 Total Cost 3605 vision Funds	Change in Federal Fu (000) \$ 6850) eral Cost nds	Percer	1780410000 Segment 1-78041-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Oroject Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C) BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source	- RESU ction mange COOK/F URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION Project Phase	FFY 10 FFY 10 Post-Refederal (000) \$6850 CHNG IN #, W FFY 10 FFY	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost	Change in Federal Fu (000) \$ 6850) eral Cost nds eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL	- RESU ction mange COOK/F URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION	FFY 10 FFY 10 Post-Refederal (000) \$6850 D CHNG IN #, W FFY 10	Total Cost 5300 Total Cost 3605 vision Funds DDTH, OR LAN DDTH, OR LAN Total Cost 6850	Change in Federal Fu (000) \$ 6850) eral Cost nds eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways	Fund Source STP-U Fund Source ILL Ac Ch 5 MI S OF I-55) (C BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source ARRA2	- RESU ction nange COOK/H URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N ECONST/REHAB N Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION	FFY 10 FFY 10 Post-Refederal (000) \$6850 Ching In #, W Ching In #, W FFY 10 FFY 10	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850	Change in Federal Fu (000) \$ 6850) eral Cost nds eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ch 5 MI S OF I-55) (C BRIDGE/STRUCTO BRIDGE/STRUCTO Fund Source ILL Fund Source ARRA2	- RESU ction lange COOK/H URE - R	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION Project Phase	FFY 10 FFY 10 Post-Refederal (000) \$6850 CHNG IN #, W FFY 10 FFY	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850 Cha	Change in Federal Fu (000) \$ 6850	eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: D5-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (O. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Oroject Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Acc Ch 5 MI S OF I-55) (C BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source ARRA2	- RESU - RESU	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. Project Phase CONSTRUCTION	FFY 10 Post-Refederal (000) \$6850 C CHNG IN #, W O CHNG IN #, W FFY 10 FFY 10 Post-Revision Federal Funds (000)	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850 Char Fed (00	Change in Fed 6850 E Fed 6850	eral Cost eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment 1-78357-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 15-10-0002 IDOT District 1 Division of Highways 15 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: 15-10-0003 Central Council of Mayors	Fund Source STP-U Fund Source ILL Acc SMIS OF I-55) (CC BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source ARRA2 Action Change	- RESU tion hange COOK/h URE - R Pre-Refedera (000) \$168	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION	FFY 10 Post-Reference 10 FFY 10 Post-Reference 10 Post-Reference 10 Post-Reference 10 Post-Revision Federal Funds 10 FFY 10 Post-Revision Federal Funds 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850 Cha Fed (00 \$ 24	Change in Fed 6850 E Fed 6850	eral Cost eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment 1-78357-0000
Project Work Types After Revision: Project: Proj	Fund Source STP-U Fund Source ILL Acc SMIS OF I-55) (CC BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source ARRA2 Action Change	- RESU tion hange COOK/h URE - R Pre-Refedera (000) \$168	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION	FFY 10 Post-Reference 10 FFY 10 Post-Reference 10 Post-Reference 10 Post-Reference 10 Post-Revision Federal Funds 10 FFY 10 Post-Revision Federal Funds 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850 Cha Fed (00 \$ 24	Change in Fed 6850 E Fed 6850	eral Cost eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment 1-78357-0000
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 15-10-0002 IDOT District 1 Division of Highways IS 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Financial Data After Revision Froject: 15-10-0003 Central Council of Mayors Renzi Avenue FROM Joiet Road (COOK/Hodgkins) Cathelloguetion Year Before Revision: Completion Year Before Revision: Unspecified	Fund Source STP-U Fund Source ILL Acc SMIS OF I-55) (CC BRIDGE/STRUCTU BRIDGE/STRUCTU Fund Source ILL Fund Source ARRA2 Action Change	- RESU tion hange COOK/h URE - R Pre-Refedera (000) \$168	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N. ECONST/REHAB N. Project Phase CONSTRUCTION	FFY 10 Post-Reference 10 FFY 10 Post-Reference 10 Post-Reference 10 Post-Reference 10 Post-Revision Federal Funds 10 FFY 10 Post-Revision Federal Funds 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10	Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN DTH, OR LAN Total Cost 6850 Total Cost 6850 Cha Fed (00 \$ 24	Change in Fed 6850 E Fed 6850	eral Cost eral Cost	Percer	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment 1-78357-0000
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Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 05-10-0002 IDOT District 1 Division of Highways US 12 LAGRANGE RD FROM AT SANTA FE DR ET AL (0. Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Froject Work Types After Revision: Financial Data Before Revision Project: 05-10-0003 Central Council of Mayors Lenzi Avenue FROM Joiet Road (COOK/Hodgkins) Cathe Completion Year Before Revision: Unspecified Completion Year After Revision: Froject Work Types After Revision: Financial Data Before Revision	HIGHWAY/ROAD Fund Source STP-U Fund Source ILL Ch 5 MI S OF I-55) (C BRIDGE/STRUCTO BRIDGE/STRUCTO Fund Source ILL Fund Source ARRA2 Action Change erine Ann Drive Cal HIGHWAY/ROA HIGHWAY/ROA Fund Source HPP Fund Source	- RESU ction lange COOK/F Pre-Refeder GOO0) \$168 therine D - RES	RFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 lodgkins) ECONST/REHAB N ECONST/REHAB N Project Phase CONSTRUCTION Project Phase CONSTRUCTION SURFACE (WITH N BURFACE (WITH N Project Phase CONSTRUCTION Project Phase	LANE WIDENING FFY 10 FFY 10 Post-Refederal (000) \$6850 O CHNG IN #, W O CHNG IN #, W FFY 10 FFY 10 Post-Revision Federal Funds (000) \$192 ast Avenue to Le O LANE WIDENI O LANE WIDENI O LANE WIDENI N 10 FF	Total Cost 5300 Total Cost 5300 Total Cost 3605 vision Funds DTH, OR LAN TOTAL Cost 6850 Total Cost 6850 Cha Fed (00 \$ 24 enzi Avenue NG) NG) FY Total (1) 1 235 FY Total (2) 1 265	Change in Fed 6850 E Fed Fed Fed Change in Fed Fed Cost Cost	rederal 168 Federal 192	Percenta 14.29% Cost Cost	1780410000 Segment 1-78041-0000 ntage Change Segment 1783570000 Segment 1-78357-0000 ge Change

Completion Year Before Revision: Unspecified Unspecified Unspecified **Project Work Types Before Revision:** SAFETY - LIGHTING **Project Work Types After Revision:** SAFETY - LIGHTING Financial Data Before **Fund Source Project Phase** FFY Total Cost Federal Cost Segment STP-I ENGINEERING-II 10 45 32 STP-I CONSTRUCTION 10 835 585 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment STP-L CONSTRUCTION 10 835 585 ENGINEERING-II STP-L 10 46 32 **Pre-Revision** Post-Revision Change in Action Percentage Change Project: Federal Funds Federal Funds Federal Funds 06-06-0002 CMAP Change \$964 \$964 \$ 0 COMMUTER AND BICYCLE BRIDGE FROM US 45 LAGRANGE RD (COOK/Orland Park) TO IL 7 SOUTHWEST HWY (COOK/Orland Park) COMMUTER AND BICYCLE BRIDGE OVER LAGRA Completion Year Before Revision: Unspecified Completion Year After Revision: **Project Work Types Before Revision:** BICYCLE FACILITY BICYCLE FACILITY **Project Work Types After Revision: Financial Data Before Fund Source Project Phase Total Cost** Federal Cost Segment Revision CMAO CONSTRUCTION 10 797 300 CMAQ CONSTRUCTION 11 797 **Financial Data After Revision Total Cost Federal Cost Fund Source Project Phase** FFY Segment CMAO CONSTRUCTION 10 580 300 CMAQ CONSTRUCTION 830 Pre-Revision Post-Revision Change in Federal Funds (000) Federal Funds (000) Project: Action Federal Funds Percentage Change (000) 06-06-0026 Southwest Council of Mayors Change \$301 \$354 \$ 53 17.61% SOUTHWEST HIGHWAY FROM 103RD ST / VIRGINIA AVE (COOK) TO RIDGELAND AVE (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** SAFETY - LIGHTING PEDESTRIAN FACILITY SIGNALS - MODERNIZATION **Project Work Types After Revision:** SAFETY - LIGHTING PEDESTRIAN FACILITY SIGNALS - MODERNIZATION **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-L CONSTRUCTION 10 430 301 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION STP-L 354 Pre-Revision Post-Revision Change in Federal Funds (000) Federal Funds (000) Project: Action Federal Funds Percentage Change (000) Change 06-06-0053 IDOT Division of Public & Intermodal Transportation \$0 \$18500 \$ 18500 71ST ST FROM IHB RR (COOK) BETWEEN 78TH AND OKETO AV Completion Year Before Revision: 2020 Completion Year After Revision: 2020 BRIDGE/STRUCTURE - NEW **Project Work Types Before Revision: Project Work Types After Revision:** Highway/Road - Railroad Grade Separation **Financial Data Before** Fund Source **Project Phase** FFY Total Cost Federal Cost Seament TBD IMPLEMENTATION 20300 10 26400 GS-14 **Financial Data After Revision Fund Source Project Phase FFY Total Cost Federal Cost** Seament Tiger IMPLEMENTATION 10 26400 18500 GS-14 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds **Percentage Change** (000) (000)(000) 06-08-0007 IDOT District 1 Division of Highways -100% Change \$640 \$0 \$ -640 WESTERN AVE FROM 119TH ST (COOK) TO 127TH ST (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision: Financial Data Before Fund Source Project Phase Total Cost Federal Cost FFY** Seament NHS CONSTRUCTION 09 800 640 1-77337-0000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ILL CONSTRUCTION 10 1260 1-77337-0000

Project:

Post-Revision

Federal Funds (000) Change in

Federal Funds (000)

Pre-Revision

(000)

Federal Funds

Action

Percentage Change

6-08-0025 Southwest Counci 3RD ST FROM HARLEM AVENUE (C		Change O AVE (COOK)	\$2206	\$2206	\$ 0	(0%
ompletion Year Before Revision	n: Unspecified	(300.1)					
ompletion Year After Revision: roject Work Types Before Revis		UICUWAY/BCAB	DECLIDENCE / WITH NO	I ANIE WITDENITA	IC)		
roject Work Types Before Revision			 RESURFACE (WITH NO RESURFACE (WITH NO 		•		
inancial Data Before		Fund Source	Project Phase	FF)	•	t Federal (Cost Segment
Revision		HPP	CONSTRUCTION	10	2758	2206	Jose Segment
Financial Data After Revision		Fund Source	Project Phase	FF)			Cost Segment
		HPP	CONSTRUCTION	10	3100	2206	
			Pre-Revision	Post-Rev		nange in	
Project:		Acti	ion Federal Funds (000)	Federal F (000)		deral Funds 00)	Percentage Change
6-09-0003 IDOT District 1 Div	ision of Highwa	ys Cha		\$1156	\$ 3	319	38.11%
171 ARCHER AVENUE FROM IL 83		4TH AVE/WILLOW SPR	INGS RD (COOK)				
Completion Year Before Revision Completion Year After Revision:							
roject Work Types Before Revi	sion:	SAFETY - GUARDRA					
		SAFETY - PAVEMEN SAFETY - BEACONS					
Project Work Types After Revisi	on:	SAFETY - GUARDRA					
		SAFETY - PAVEMEN SAFETY - BEACONS					
inancial Data Before		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
Revision		HSIP	CONSTRUCTION	10	930	837	1781050000
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HSIP	CONSTRUCTION	10	1285	1156	1-78105-0000
Project: A		re-Revision ederal Funds	Post-Revision Federal Funds		ange in Ieral Funds	Percent	age Change
-	(0	000)	(000)	(00	00)		
		107	\$107	\$ 0		0%	
Completion Year Before Revision Completion Year After Revision:							
Project Work Types Before Revision:	•	PEDESTRIAN FACILIT	ΓΥ				
Project Work Types After Revision		PEDESTRIAN FACILIT					
inancial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cos	st Segment
CC4151011		CMAQ	CONSTRUCTION	CMAQ A	120	96	INCLUDES E3
		CMAQ	ENGINEERING-II	CMAQ A	14	11	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost		st Segment
		CMAQ CMAQ	ENGINEERING-II CONSTRUCTION	10 11	14 120	11 96	INCLUDES E3
		Ci I/Q	CONSTRUCTION		120	30	111020025 25
			Pre-Revision	Post-Revision			
Project:		Action	Federal Funds (000)	Federal Fund (000)	s Feder (000)		Percentage Change
06-09-0026 Southwest Counci		Change	\$518	\$393	\$ -125	-	-24.13%
.35th Street FROM Central (COOK)		rive (COOK) scope char	nge 5 5 09 limit change 1/	7/10			
Completion Year Before Revision Completion Year After Revision:							
Project Work Types Before Revi			- RESURFACE (WITH NO		-		
Project Work Types After Revision	on:	HIGHWAY/ROAD	- RESURFACE (WITH NO	LANE WIDENIN	lG)		
Financial Data Before Revision		Fund Source	Project Phase	FFY	Y Total Cos	t Federal (Cost Segment
		STP-L	CONSTRUCTION	10	418	293	
donadal por see = 11		LRA	CONSTRUCTION	10	225	225	
Financial Data After Revision		Fund Source LRA	Project Phase CONSTRUCTION	FF)	Y Total Cos 225	t Federal (225	Cost Segment
		STP-L	CONSTRUCTION	10	240	168	
Project:		Acti	Pre-Revision ion Federal Funds	Post-Rev Federal F		nange in deral Funds	Percentage Change
. 0,000		ACC	(000)	(000)	(0	00)	. crocmage change
			-	\$0	\$ -	-2200	-100%
		w) TO IL 7 SOUTHWES	HWY (COOK/Worth)				
L 43 HARLEM AVE FROM 79TH ST (n. unspecined						
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision	Unspecified		RESURFACE (WITH NO L		-		
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revis	sion:			ANE WIDENING)		
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision	sion:		RESURFACE (WITH NO L				Commont
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision Financial Data Before	sion:		RESURFACE (WITH NO L Project Phase	FFY	Total Cost	Federal Cost	Segment
106-09-0050 IDOT District 1 Div IL 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision Financial Data Before Revision	sion:	HIGHWAY/ROAD -	•	FFY 10	Total Cost 2750	Federal Cost 2200	1773570000
IL 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision Financial Data Before	sion:	HIGHWAY/ROAD - Fund Source NHS Fund Source	Project Phase CONSTRUCTION Project Phase	10 FFY	2750 Total Cost		1773570000 Segment
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Troject Work Types After Revision Cinancial Data Before Levision	sion:	HIGHWAY/ROAD - Fund Source NHS	Project Phase CONSTRUCTION	10	2750	2200	1773570000
L 43 HARLEM AVE FROM 79TH ST (Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Troject Work Types After Revision Financial Data Before Levision	sion:	HIGHWAY/ROAD - Fund Source NHS Fund Source	Project Phase CONSTRUCTION Project Phase	10 FFY	2750 Total Cost 3170	2200	1773570000 Segment

06-09-0051 IDOT District 1 Divis	sion of Highways	Change	(000) e \$1060	(000) \$0		(000) \$ -1060	-100%
HICAGO-JOLIET RD/MAIN ST FROM		_		70		T 2000	_5575
ompletion Year Before Revision ompletion Year After Revision:							
roject Work Types Before Revis roject Work Types After Revisio	ion:		SURFACE (WITH NO L SURFACE (WITH NO L		-		
inancial Data Before evision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
EVISION		STP-U	CONSTRUCTION	10	1325	1060	1767360000
inancial Data After Revision		Fund Source ILL	Project Phase CONSTRUCTION	FFY 10	Total Cost 1145	Federal Cost	Segment 1-76736-0000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change in Federal Funds (000)	Percentage Change
6-09-0054 IDOT District 1 Divis		Change		\$0		\$ -640	-100%
RAWFORD AVE FROM US 12 US 20 ompletion Year Before Revision ompletion Year After Revision:	: Unspecified	TO 103RD ST (COOK)					
roject Work Types Before Revis roject Work Types After Revisio	ion:		SURFACE (WITH NO L SURFACE (WITH NO L		-		
inancial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	09	800	640	1752760000
inancial Data After Revision		Fund Source	Project Phase CONSTRUCTION	FFY 10	Total Cost 625	Federal Cost	Segment 1-75276-0000
			Pre-Revision	Post-Re		Change in	1 /32/0 0000
Project:		Action		Federal (000)		Federal Funds (000)	Percentage Change
06-09-0055 IDOT District 1 Divis L 7 WOLF RD FROM IL 7 143RD ST (Change rk) TO 151ST ST (COOK		\$365		\$ 73	25%
Completion Year Before Revision	: Unspecified	,	,				
Completion Year After Revision: Project Work Types Before Revis	•	HIGHWAY/ROAD - RF	SURFACE (WITH NO L	ANE WIDFNING	G)		
roject Work Types After Revisio			SURFACE (WITH NO L		-		
inancial Data Before Levision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	10	365	292	1767290000
inancial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	-
				10			
		ARRA2	CONSTRUCTION	10	365	365	1-76729-0000
Project:		Action	Pre-Revision	Post-Re Federal (000)	vision	Change in Federal Funds (000)	1-/6/29-0000 Percentage Change
06-10-0005 IDOT District 1 Divi	,	Action Change	Pre-Revision Federal Funds (000)	Post-Re Federal	vision	Change in Federal Funds	
16-10-0005 IDOT District 1 Divisus 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision	R & CANALS (0.9 : Unspecified	Action Change	Pre-Revision Federal Funds (000)	Post-Re Federal (000)	vision	Change in Federal Funds (000)	
16-10-0005 IDOT District 1 Divi: US 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision:	R & CANALS (0.9 : Unspecified Unspecified	Action Change MI S OF I-55) (COOK/W	Pre-Revision Federal Funds (000) : \$0 rillow Springs)	Post-Re Federal (000) \$3350	evision Funds	Change in Federal Funds (000) \$ 3350	
16-10-0005 IDOT District 1 Divisions 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revis	R & CANALS (0.9 Unspecified Unspecified ion:	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE	Pre-Revision Federal Funds (000)	Post-Re Federal (000) \$3350	evision Funds /DTH, OR LANE	Change in Federal Funds (000) \$ 3350	
06-10-0005 IDOT District 1 Divi- US 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision Financial Data Before	R & CANALS (0.9 Unspecified Unspecified ion:	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE	Pre-Revision Federal Funds (000) s \$0 fillow Springs)	Post-Re Federal (000) \$3350	evision Funds /DTH, OR LANE	Change in Federal Funds (000) \$ 3350	Percentage Change
16-10-0005 IDOT District 1 Divi- IS 12 LAGRANGE RD FROM AT CN R. Completion Year Before Revision: Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision	R & CANALS (0.9 Unspecified Unspecified ion:	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE BRIDGE/STRUCTURE	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO	Post-Re Federal (000) \$3350 CHNG IN #, W	vision Funds /DTH, OR LANE	Change in Federal Funds (000) \$ 3350	Percentage Change
16-10-0005 IDOT District 1 Divi- 15 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revisio Financial Data Before Revision	R & CANALS (0.9 Unspecified Unspecified ion:	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source ILL Fund Source	Pre-Revision Federal Funds (000) \$ \$0 Fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY	/DTH, OR LANE /DTH, OR LANE /DTH, OR LANE Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost	Percentage Change Segment 1783560000 Segment
D6-10-0005 IDOT District 1 Divi- JS 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision Financial Data Before Revision	R & CANALS (0.9 Unspecified Unspecified ion:	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE : BRIDGE/STRUCTURE : Fund Source ILL	Pre-Revision Federal Funds (000) : \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY	/DTH, OR LANE /DTH, OR LANE Total Cost 3350	Change in Federal Funds (000) \$ 3350	Percentage Change Segment 1783560000
US 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revisio Project Work Types After Revisio Financial Data Before Revision Financial Data After Revision	R & CANALS (0.9 : Unspecified Unspecified ion: on:	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source ILL Fund Source ARRA2Revision leral Funds	Pre-Revision Federal Funds (000) : \$0 //illow Springs) - RECONST/REHAB NO - RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10	/DTH, OR LANE /DTH, OR LANE Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost Federal Cost 3350	Percentage Change Segment 1783560000 Segment
16-10-0005 IDOT District 1 Division 16-10-0005 IDOT District 1 Division 15 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision: Financial Data After Revision: Project: Accordance Accordance 10-10-10-10-10-10-10-10-10-10-10-10-10-1	R & CANALS (0.9 :: Unspecified Unspecified ion: on: Prection Fed (00	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Revision leral Funds 0)	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000)	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch	ADTH, OR LANE ADTH, OR LANE TOTAL COST 3350 Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost Federal Cost 3350	Segment 1783560000 Segment 1-78356-0000
D6-10-0005 IDOT District 1 Divisus 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: Ac 207-04-0003 CMAP Ch	R & CANALS (0.9 I: Unspecified Unspecified ion: In: Prection Fed (00 nange \$77	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Revision leral Funds 0)	Pre-Revision Federal Funds (000) : \$0 //illow Springs) - RECONST/REHAB NO - RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10	ADTH, OR LANE ADTH, OR LANE TOTAL COST 3350 Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost 3350	Segment 1783560000 Segment 1-78356-0000
16-10-0005 IDOT District 1 Divisus 15 12 LAGRANGE RD FROM AT CN R. Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Action Project: Acti	R & CANALS (0.9 : Unspecified Unspecified ion: on: ction Fed (00 nange \$77 N FROM (COOK) :: Unspecified	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Revision leral Funds 0)	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000)	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch	ADTH, OR LANE ADTH, OR LANE TOTAL COST 3350 Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost 3350	Segment 1783560000 Segment 1-78356-0000
6-10-0005 IDOT District 1 Division 1 Divisio	R & CANALS (0.9 I: Unspecified Unspecified Inspecified Inspecified Inspecified Inspecified Inspecified Inspecified Inspecified Ins	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Revision leral Funds 0)	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000)	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch	ADTH, OR LANE ADTH, OR LANE TOTAL COST 3350 Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost 3350	Segment 1783560000 Segment 1-78356-0000
16-10-0005 IDOT District 1 Division 16-10-0005 IDOT District 1 Division 15 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Activate 15 12 12 12 12 12 12 12 12 12 12 12 12 12	R & CANALS (0.9 I: Unspecified Unspecified Ion: Ion: The precion feed (00 In ange \$77 N FROM (COOK) I: Unspecified Unspecified Unspecified In BI Ion: Io	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source ILL Fund Source ARRA2Revision leral Funds 0)	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000)	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch Fe (0	ADTH, OR LANE ADTH, OR LANE TOTAL COST 3350 Total Cost 3350 Total Cost 3350 Total Cost	Change in Federal Funds (000) \$ 3350 Federal Cost 3350	Segment 1783560000 Segment 1-78356-0000
16-10-0005 IDOT District 1 Division 16-10-0005 IDOT District 1 Division 15 12 LAGRANGE RD FROM AT CN R. Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Active 15 12 12 12 12 12 12 12 12 12 12 12 12 12	R & CANALS (0.9 I: Unspecified Unspecified Ion: Ion: Prection Fed (00 nange \$77 N FROM (COOK) I: Unspecified Unspecified Unspecified Ion: BI Fu CM	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE BRIDGE/STRUCTURE ILL Fund Source ARRA2Revision leral Funds 0) CYCLE FACILITY CYCLE FACILITY and Source Pro MAQ IMP	Pre-Revision Federal Funds (000) 9 \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000) \$77	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch Fe (00 \$ 0	/DTH, OR LANE //DTH, OR LANE //DTH, OR LANE Total Cost 3350 Total Cost 3350 ange in ideral Funds 00)	Change in Federal Funds (000) \$ 3350 Federal Cost 3350 Percent 0%	Segment 1783560000 Segment 1-78356-0000 tage Change
16-10-0005 IDOT District 1 Divisus 16-10-0005 IDOT District 1 Divisus 15 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project: Active 15	R & CANALS (0.9 I: Unspecified Unspecified Inspecified Inspecified Inspecified Inspecified Inspecified Inspecified Insp	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE BRIDGE/STRUCTURE ILL Fund Source ARRA2 -Revision leral Funds 0) CYCLE FACILITY CYCLE FACILITY und Source Pro MAQ IMP Ind Source Pro	Pre-Revision Federal Funds (000) 9 \$0 Fillow Springs) RECONST/REHAB NO PROJECT Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000) \$77	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch Fe (00 \$ 0	/DTH, OR LANE //DTH, OR LANE //DTH, OR LANE Total Cost 3350 Total Cost 3350 ange in deral Funds 00)	Change in Federal Funds (000) \$ 3350 Federal Cost 3350 Percent 0%	Segment 1783560000 Segment 1-78356-0000 tage Change
16-10-0005 IDOT District 1 Divisus 16-10-0005 IDOT District 1 Divisus 15 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project: Active 15	R & CANALS (0.9 I: Unspecified Unspecified Inspecified Inspecified Inspecified Inspecified Inspecified Inspecified Insp	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE BRIDGE/STRUCTURE ILL Fund Source ARRA2 -Revision leral Funds 0) CYCLE FACILITY CYCLE FACILITY und Source Pro MAQ IMP Ind Source Pro	Pre-Revision Federal Funds (000) : \$0 //illow Springs) - RECONST/REHAB NO - RECONST/REHAB NO - Project Phase CONSTRUCTION - Project Phase CONSTRUCTION - Post-Revision Federal Funds (000) \$77	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 Ch FFY 10 Ch Fe (00 \$0 FFY Tot 09 96 FFY Tot 10 96	/DTH, OR LANE //DTH, OR LANE //DTH, OR LANE Total Cost 3350 Total Cost 3350 anange in ideral Funds 00)	Change in Federal Funds (000) \$ 3350 Federal Cost 3350 Percent 0% Federal Cost 77 Federal Cost 77	Segment 1783560000 Segment 1-78356-0000 tage Change Segment ENG-1/ENG-2/CONST Segment
06-10-0005 IDOT District 1 Divi- JS 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision Froject Work Types After Revision Financial Data Before Revision Financial Data After Revision Project: Ac	R & CANALS (0.9 I: Unspecified Unspecified Inspecified Inspecified Inspecified Inspecified Inspecified Inspecified Insp	Action Change MI S OF I-55) (COOK/M BRIDGE/STRUCTURE BRIDGE/STRUCTURE BRIDGE/STRUCTURE ILL Fund Source ARRA2 -Revision leral Funds 0) CYCLE FACILITY CYCLE FACILITY und Source Pro MAQ IMP Ind Source Pro	Pre-Revision Federal Funds (000) \$ \$0 fillow Springs) RECONST/REHAB NO RECONST/REHAB NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000) \$77 ject Phase LEMENTATION ject Phase	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch Fe (00 \$0 FFY Tot 09 96 FFY Tot Tot 701	ADTH, OR LANE ADTH, OR LANE Total Cost 3350 Total Cost 3350 Total Funds 00) Total Cost Address Funds 00)	Change in Federal Funds (000) \$ 3350 Federal Cost 3350 Percent 0% Federal Cost 77 Federal Cost 77 Federal Cost 77	Segment 1783560000 Segment 1-78356-0000 tage Change Segment ENG-1/ENG-2/CONST Segment
26-10-0005 IDOT District 1 Divisus 12 LAGRANGE RD FROM AT CN R Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project: Activate After Revision Project: Activate After Revision Completion Year Before Revision Project Work Types After Revision Project Work Types Before Revision Project Work Types After Revision Project Work	R & CANALS (0.9 I: Unspecified Unspecifie	Action Change MI S OF I-55) (COOK/W BRIDGE/STRUCTURE BRI	Pre-Revision Federal Funds (000) : \$0 //illow Springs) - RECONST/REHAB NO - RECONST/REHAB NO - Project Phase CONSTRUCTION - Project Phase CONSTRUCTION - Post-Revision Federal Funds (000) \$77	Post-Re Federal (000) \$3350 CHNG IN #, W CHNG IN #, W FFY 10 FFY 10 Ch Fe (0 \$0 FFY Tot 09 96 FFY Tot 10 96 Post-Re Federal	ADTH, OR LANE ADTH, OR LANE Total Cost 3350 Total Cost 3350 Total Funds 00) Total Cost Address Funds 00)	Change in Federal Funds (000) \$ 3350 Federal Cost 3350 Percent 0% Federal Cost 77 Federal Cost 77 Change in Federal Funds	Segment 1783560000 Segment 1-78356-0000 tage Change Segment ENG-1/ENG-2/CONST Segment ENG-1/ENG-2/CONST

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before** Fund Source **Project Phase Total Cost** Federal Cost Segment HRA CONSTRUCTION 09 14450 14450 1-77321-0000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION 1-77321-0000/AWARDED 09 14450 14450 Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds Federal Funds Percentage Change (000)(000)(000)Change 07-06-0030 IDOT District 1 Division of Highways \$0 \$0 \$ 0 GOVERNORS HWY FROM 175TH ST (COOK) TO CRAWFORD AVE (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision: Financial Data Before Project Phase** FFY Total Cost Federal Cost Fund Source Seament ILL CONSTRUCTION 11 2950 1767230000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament ILL CONSTRUCTION 10 2550 0 1-76723-0000 Pre-Revision Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000)07-06-0031 IDOT District 1 Division of Highways Change \$4020 \$1120 \$ -2900 -72.14% IL 50 GOVERNORS HWY FROM LINCOLN HWY (COOK) TO INDUSTRIAL DR (NORTH OF) (COOK) GOVERNOR'S HWY BECOMES IL 50 @ CICERO AVE (UNIVERSITY PK). THIS BEGINS Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before Project Phase Total Cost Federal Cost Fund Source** Seament Revision STP-U CONSTRUCTION 11 3625 2900 1765720000 (INCL STATE MATCH) NHS CONSTRUCTION 09 1400 1120 1771290300 (INCL STATE MATCH) Financial Data After Revision Fund Source **Project Phase** Federal Cost FFY Total Cost Seament TII CONSTRUCTION 10 2500 1-76572-0000 CONSTRUCTION 1-77129-0300 / AWARDED 09 1400 1120 Pre-Revision Post-Revision Change in Federal Funds Percentage Change Project: Action Federal Funds Federal Funds (000) (000) (000)IDOT District 1 Division of Highways \$460 \$ 460 \$0 LINCOLN AVE FROM 138TH ST (COOK) TO COTTAGE GROVE RD (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Financial Data Before **Fund Source Project Phase** FFY Total Cost Federal Cost Segment ILL CONSTRUCTION 11 350 1773450000 **Financial Data After Revision Fund Source Project Phase** FFY Federal Cost Total Cost Seament ARRA2 CONSTRUCTION 10 460 460 1-77345-0000 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000) 07-06-0057 CMAP Change \$49 \$49 \$ 0 0% GOVERNORS HWY FROM POPLAR AVE (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - INTERSECTION IMPROVEMENT **Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT **Project Work Types After Revision: Financial Data Before Fund Source** Project Phase FFY **Total Cost** Federal Cost Seament CMAQ IMPLEMENTATION 09 61 49 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment IMPLEMENTATION CMAO 10 61 49 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds (000) Percentage Change (000) (000) CMAP Change \$155 \$155 \$ 0 0% KEDZIE AVE FROM 167TH ST (COOK) TO 172ND ST (COOK) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified BICYCLE FACILITY **Project Work Types Before Revision: Project Work Types After Revision:** BICYCLE FACILITY **Fund Source Project Phase Total Cost** Federal Cost Seament **Financial Data Before**

Revision										
CVISION		CMAQ		ENGINEERING-	II	10	10	8		
		CMAQ		CONSTRUCTIO	N	10	166	133		
		CMAQ		ENGINEERING-	I	09	18	14		awarded
inancial Data After Revision		Fund Source	ce	Project Phase	•	FFY	Total Cost	Fede	eral Cost	Segment
		CMAQ		ENGINEERING-			18	14		awarded
		CMAQ		ENGINEERING-			10	8		
		CMAQ		CONSTRUCTIO	N ———	10	166	133		
	Action Fe	re-Revision ederal Funds 000)		Post-Revision Federal Funds (000)		Change i Federal I (000)			centage Char	nge
		452	- (000II)	\$452		\$ 0		0%		
EW COMMUTER PARKING LOT FR ompletion Year Before Revision ompletion Year After Revision	on: 2010 n: 2011	•	,							
roject Work Types Before Rev roject Work Types After Revis				MBER OF SPACES MBER OF SPACES						
inancial Data Before evision		Fund Source		Project Phase		FFY	Total Cost	Fed	leral Cost	Segment
CVISION		CMAQ		ENGINEERING-II		09	30	24		
		CMAQ		ROW ACQUISITION	ON	09	110	88		
		CMAQ		ENGINEERING-I		09	25	20		
		CMAQ		CONSTRUCTION		09	400	320		
nancial Data After Revision		Fund Source	•	Project Phase		FFY	Total Cost	Fed	leral Cost	Segment
		CMAQ		ENGINEERING-II		10	30	24		-
		CMAQ		ROW ACQUISITIO	N	10	110	88		
		CMAQ		ENGINEERING-I		09	25	20		awarded
		CMAQ		CONSTRUCTION		11	400	320		
oject:			Action	Pre-Revision Federal Funds		Post-Revision Federal Funds			Percent	tage Change
7-08-0039 IDOT District 1 Di	oivision of Highway	ys	Change	(000) \$1455		(000) \$1455	(000) \$ 0		0%	
EDZIE AVE FROM CAL-SAG CHANI			3-							
ompletion Year Before Revision	,									
ompletion Year After Revision	n: Unspecified									
roject Work Types Before Rev		RIDGE/STRUCTUR								
roject Work Types After Revis Inancial Data Before		RIDGE/STRUCTUR	RE - RECOI	NST/REHAB NO CH	NG IN	#, WDTH, OR LA	NE			
evision			Book to a	. Diversi	EE)/	T-1-101	F. d 1 C			
CAISIOII		und Source	_	t Phase	FFY	Total Cost	Federal Cost		Segment	
	Н	IRA	CONST	RUCTION	09	1455	1455		1-77804-0000	
	H F		CONST						-	AWARDED
	H F	IRA Fund Source	CONST	RUCTION t Phase RUCTION	09 FFY	1455 Total Cost 1455	1455 Federal Cost 1455	:	1-77804-0000 Segment	AWARDED
inancial Data After Revision	H F	IRA Fund Source	CONST	RUCTION t Phase RUCTION Pre-Revision Federal Funds	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds	1455 Federal Cost 1455 Change Federal	in	1-77804-0000 Segment 1-77804-0000/	AWARDED
inancial Data After Revision	H F H	IRA Fund Source IRA	CONST Project CONST	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000)	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000)	1455 Federal Cost 1455 Change Federal (000)	in	1-77804-0000 Segment 1-77804-0000/	
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di	H Fi H Division of Highway	IRA fund Source IRA	CONST Project CONST Action Change	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds	1455 Federal Cost 1455 Change Federal	in	1-77804-0000 Segment 1-77804-0000/	
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roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 ompletion Year Before Revision roject Work Types Before Revi	H F H Division of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision:	IRA fund Source IRA	CONST Projec CONST Action Change RI-STATE T	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320 OOLLWAY (COOK) CE (WITH NO LAN	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000) \$16320	1455 Federal Cost 1455 Change Federal (000)	in	1-77804-0000 Segment 1-77804-0000/	
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 ompletion Year Before Revision roject Work Types Before Rev roject Work Types After Revision	Pivision of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision: H	IRA Fund Source IRA ys VILL) TO I- 294 TR HIGHWAY/ROAD -	CONST Projec CONST Action Change RESURFAR RESURFAR	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320 OOLLWAY (COOK) CE (WITH NO LAN	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000) \$16320	1455 Federal Cost 1455 Change Federal (000)	in Funds	1-77804-0000 Segment 1-77804-0000/	
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 ompletion Year Before Revision roject Work Types Before Rev roject Work Types After Revision	H F H H Division of Highway 6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F	IRA Fund Source IRA ys VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD -	CONST Projec CONST Action Change RI-STATE T RESURFAR Proje	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320 OOLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING)	1455 Federal Cost 1455 Change Federal (000) \$ 0	in Funds	1-77804-0000 Segment 1-77804-0000/. Percent 0%	
roject: 7-08-0046 IDOT District 1 District	Pivision of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision: f	IRA FUND SOURCE IRA VIST SEED TO SEE	CONST Projec CONST Action Change RI-STATE T RESURFAR Proje CONST	Pre-Revision Federal Funds (000) OLLWAY (COOK) CE (WITH NO LAN CC (WITH NO LAN CC (WHASE)	09 FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING) ENING) Total Cost	1455 Federal Cost 1455 Change Federal (000) \$ 0	in Funds	1-77804-0000 Segment 1-77804-0000/ Percent 0%	
roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before evision	Pivision of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision: Final Pivision: Fi	IRA Fund Source IRA VS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA	CONST Projec CONST Action Change RESURFAR RESURFAR Proje CONS' Proje	Pre-Revision Federal Funds (000) \$16320 OLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CT Phase	09 FFY 09 IE WIDI IE WIDI FFY 09	1455 Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING) ENING) Total Cost 16320	1455 Federal Cost 1455 Change Federal (000) \$ 0	in Funds	1-77804-0000 Segment 1-77804-0000/. Percent 0% Segment 1773220000	tage Change
inancial Data After Revision	Pivision of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision: Final Pivision: Fi	IRA FUND SOURCE IRA VISS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE	CONST Projec CONST Action Change RESURFAR RESURFAR Proje CONS' Proje	Pre-Revision Federal Funds (000) Floating Floati	09 FFY 09 FFY 09 FFY 09 FFY 09	Post-Revision Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds	Change Federal Co. 16320 Federal Co. 16320 Change Federal Co. 16320 Change Federal Co. 16420	in Funds st	Percent 0% Segment 1-77804-0000/ Percent 0% Segment 1773220000 Segment 1773220000/	tage Change
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di .80 I-80 FROM 80TH AVENUE (0.4) completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before levision inancial Data After Revision roject: 7-09-0066 IDOT District 1 Di	Division of Highway 6 MILES E OF) (Won: Unspecified vision: Highway Fig. 1	IRA FUND SOURCE IRA VISS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE HRA FUND SOURCE HRA	CONST Projec CONST Action Change RESURFAR RESURFAR Proje CONS' Proje CONS' Action Change	Pre-Revision Federal Funds (000) \$16320 OLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CE THASE FRUCTION CT Phase FRUCTION CT Phase FRUCTION FRUC	09 FFY 09 FFY 09 O9	Post-Revision Federal Funds (000) \$16320 ENING) Total Cost 16320 Total Cost 16320 Post-Revision	Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change	in Funds st	Percent 0% Segment 1-77804-0000/ Percent 0% Segment 1773220000 Segment 1773220000/	tage Change
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 1-80 FROM 80TH AVENUE (0.4) completion Year After Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before evision inancial Data After Revision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12	Division of Highway 6 MILES E OF) (Won: Unspecified or Unspecified vision: Fig. Highway 6 Wiles E OF) (Won: Unspecified or	IRA FUND SOURCE IRA VISS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE HRA FUND SOURCE HRA	CONST Projec CONST Action Change RESURFAR RESURFAR Proje CONS' Proje CONS' Action Change	Pre-Revision Federal Funds (000) \$16320 OLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CE THASE FRUCTION CT Phase FRUCTION CT Phase FRUCTION FRUC	09 FFY 09 FFY 09 O9	Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000)	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000)	in Funds st	1-77804-0000	tage Change
nancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.00 mpletion Year Before Revision roject Work Types Before Revision roject Work Types After Revision nancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision	H F H H Division of Highway 6 MILES E OF) (W on: Unspecified n: Unspecified vision: H F F F F Division of Highway 23RD ST (COOK/B) on: Unspecified	IRA FUND SOURCE IRA VISS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE HRA FUND SOURCE HRA	CONST Projec CONST Action Change RESURFAR RESURFAR Proje CONS' Proje CONS' Action Change	Pre-Revision Federal Funds (000) \$16320 OLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CE THASE FRUCTION CT Phase FRUCTION CT Phase FRUCTION FRUC	09 FFY 09 FFY 09 O9	Total Cost 1455 Post-Revision Federal Funds (000) \$16320 ENING) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000)	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000)	in Funds st	1-77804-0000	tage Change
nancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.00 muletion Year Before Revision roject Work Types Before Revision roject Work Types Before Revision nancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision	Division of Highway 6 MILES E OF) (W on: Unspecified rision: F P Division of Highway 23RD ST (COOK/B) on: Unspecified Unspecified Unspecified Unspecified	IRA iund Source IRA ys VILL) TO I- 294 TF HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA ighthat source HRA ys Idue Island) TO IL 8	CONST Projec CONST Action Change RI-STATE 1 RESURFAI Proje CONS' Proje CONS' Action Change 33 SIBLEY	Pre-Revision Federal Funds (000) Floating Floati	09 FFY 09 IE WIDI FFY 09 FFY 09	Post-Revision Federal Funds (000) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) Formal Cost 16320 Post-Revision Federal Funds (000) \$0	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000)	in Funds st	1-77804-0000	tage Change
roject: 7-08-0046 IDOT District 1 District	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA FUND SOURCE IRA VS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE HRA FUND SOURCE HRA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA	CONST Projec CONST Action Change RI-STATE 1 RESURFAR Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESU	Pre-Revision Federal Funds (000) Floating Floati	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) \$16320 ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000)	in Funds st	1-77804-0000	tage Change
roject: 7-08-0046 IDOT District 1 District	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA Jys VILL) TO I- 294 TF HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA June Island) TO IL 8 HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO	CONST Projec CONST Action Change RI-STATE T RESURFAG Proje CONST Action Change 83 SIBLEY AD - RESUAD - RESU	Pre-Revision Federal Funds (000) Floating Figure 1 Figure 1 Figure 2 Figure 2 Figure 2 Figure 3 Figure	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING)	Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	Segment 1773220000 Segment 1773220000 Segment 1773220000 Segment 1773220000/	AWARDED
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 ompletion Year Before Revision roject Work Types Before Revision inancial Data Before evision inancial Data After Revision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 ompletion Year Before Revision roject Work Types After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA FUND SOURCE IRA VS VILL) TO I- 294 TR HIGHWAY/ROAD - HIGHWAY/ROAD - FUND SOURCE HRA FUND SOURCE HRA FUND SOURCE HRA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA HIGHWAY/ROA	CONST Projec CONST Action Change RI-STATE T RESURFAG Proje CONST Action Change 83 SIBLEY AD - RESUAD - RESU	Pre-Revision Federal Funds (000) Floating Floati	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING)	Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st	Segment 1773220000 Segment 1773220000 Segment 1773220000 Segment 1773220000/	tage Change
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 ompletion Year Before Revision roject Work Types Before Revision inancial Data Before evision inancial Data After Revision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 ompletion Year Before Revision roject Work Types After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA Jys VILL) TO I- 294 TF HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA June Island) TO IL 8 HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO	CONST Projec CONST Action Change RI-STATE T RESURFAG Proje CONST Action Change 83 SIBLEY AD - RESUAD - RESU	Pre-Revision Federal Funds (000) Floating Figure 1 Figure 1 Figure 2 Figure 2 Figure 2 Figure 3 Figure	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) WIDENING) FFY Total 10 1935	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co 16320 Federal Co 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	1-77804-0000 Segment 1-77804-0000 Percent 0% Segment 1773220000 Segment 1773220000 Percent -100% Cost	AWARDED
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 1-80 FROM 80TH AVENUE (0.00 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision roject Work Types Before Revision roject work Types Before Revision roject Work Types After Revision roject IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year After Revision roject Work Types After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA JUNG Source JULL TO I- 294 TE JULL TO I- 294	CONST Projec CONST Action Change RI-STATE T RESURFAN Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESUAD - RESUA	Pre-Revision Federal Funds (000) Floating Figure 1 Figure 1 Figure 2 Figure 2 Figure 2 Figure 3 Figure	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) ENING) Total Cost 16320 Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) WIDENING) FFY Total 10 1933 FFY Total	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Change Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	1-77804-0000 -77	AWARDED Segment 1-77130-0500 Segment
roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.1) 00 mpletion Year Before Revision roject Work Types Before Revision roject Work Types After Revision and Before evision inancial Data Before inancial Data After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA JUNG SOURCE JUNG JUNG JUNG JUNG JUNG JUNG JUNG JUNG	CONST Projec CONST Action Change RI-STATE T RESURFAN Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESUAD - RESUA	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320 FOLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CE (WITH NO LAN CE TPHASE RUCTION CT Phase FRUCTION FEDERAL FUNDS \$1935 BLVD (COOK/Rive) RFACE (WITH NO	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) WIDENING) FFY Total 10 1935	1455 Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Change Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	1-77804-0000 -77	AWARDED tage Change Segment 1-77130-0500
roject: 7-08-0046 IDOT District 1 Di 80 I-80 FROM 80TH AVENUE (0.0 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision linancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA JUNG Source JULL TO I- 294 TE JULL TO I- 294	CONST Projec CONST Action Change RI-STATE T RESURFAN Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESUAD - RESUA	Pre-Revision Federal Funds (000) Floating Figure 1 Figure 1 Figure 2 Figure 2 Figure 2 Figure 3 Figure	09 FFY 09 IE WIDI FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) ENING) Total Cost 16320 Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) WIDENING) FFY Total 10 1933 FFY Total 10 1935	Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st in Funds ederal (1-77804-0000 -77	AWARDED Segment 1-77130-0500 Segment
inancial Data After Revision roject: 7-08-0046 IDOT District 1 Di 80 1-80 FROM 80TH AVENUE (0.00 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision inancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision roject Work Types Before Revision roject work Types Before Revision roject Work Types After Revision roject IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year After Revision roject Work Types After Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA JUNG Source JULL TO I- 294 TE JULL TO I- 294	CONST Projec CONST Action Change RI-STATE T RESURFAN Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESUAD - RESUA	Pre-Revision Federal Funds (000) Floating Figure 1 Figure 1 Figure 2 Figure 2 Figure 2 Figure 3 Figure	09 FFY 09 FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) ENING) ENING) Total Cost 16320 Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) WIDENING) FFY Total 10 1933 FFY Total	Federal Cost 1455 Change Federal (000) \$ 0 Federal Co. 16320 Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	1-77804-0000 Segment	AWARDED Segment 1-77130-0500 Segment
roject: 7-08-0046 IDOT District 1 Di 80 1-80 FROM 80TH AVENUE (0.0 completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision linancial Data Before evision roject: 7-09-0066 IDOT District 1 Di SHLAND AVE/WOOD ST FROM 12 completion Year Before Revision roject Work Types Before Revision roject Work Types Before Revision roject Work Types After Revision roject Hork Types After Revision roject Work Types After Revision roject Revision	H F H H Division of Highway 1.6 MILES E OF) (W On: Unspecified n: Unspecified vision: F F Division of Highway 23RD ST (COOK/B) On: Unspecified n: Unspecified vision: Unspecified	IRA Jund Source JIRA Jys VILL) TO I- 294 TE HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA HRA HIGHWAY/ROA HIGHWAY/RO HIGHWAY/RO Fund Source HRA	CONST Projec CONST Action Change RI-STATE T RESURFAR Proje CONS' Proje CONS' Action Change 83 SIBLEY AD - RESUAD - RESUA	RUCTION t Phase RUCTION Pre-Revision Federal Funds (000) \$16320 OLLWAY (COOK) CE (WITH NO LAN CE (WITH NO LAN CE (WITH NO LAN CE Phase FRUCTION Pre-Revision Federal Funds (000) \$1935 BLVD (COOK/Rive) RFACE (WITH NO RFACE (WITH	09 FFY 09 FFY 09 FFY 09 LANE	Post-Revision Federal Funds (000) Formal Cost 16320 Formal Cost 16320 Total Cost 16320 Total Cost 16320 Post-Revision Federal Funds (000) \$0 WIDENING) WIDENING) FFY Total 10 1933 FFY Total 10 1933 FFY Total 10 1935	Federal Co. 16320 Federal Co. 16320 Federal Co. 16320 Federal Co. 16320 Change Federal (000) \$ -1935	in Funds st st in Funds	1-77804-0000 Segment	AWARDED Segment 1-77130-0500 Segment 1-77130-0500

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** Financial Data Before Fund Source **Project Phase** FFY **Total Cost** Federal Cost Segment STP-II CONSTRUCTION 10 1650 1320 1779780000 **Financial Data After Revision** Fund Source **Project Phase** FFY Total Cost Federal Cost Segment CONSTRUCTION 10 1200 1-77978-0000 Post-Revision **Pre-Revision** Change in Federal Funds Project: Action Federal Funds Federal Funds Percentage Change (000) (000) (000)-100% 07-09-0069 IDOT District 1 Division of Highways Change \$240 \$0 \$ -240 DOLTON AVE FROM 142ND ST (COOK/Calumet City) TO I- 94 BISHOP FORD EXPY (COOK/Dolton) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Project Work Types Before Revision: **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before** FFY **Fund Source Project Phase Total Cost** Federal Cost Seament STP-U CONSTRUCTION 09 300 240 1767240000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament ILL CONSTRUCTION 10 300 1-76724-0000 Pre-Revision Post-Revision Change in Project: Percentage Change Action Federal Funds Federal Funds Federal Funds (000) (000)(000) 07-10-0005 IDOT District 1 Division of Highways Change \$400 \$ 400 \$0 WOOD ST FROM DIXIE HWY (COOK/East Hazel Crest) TO I-80 (COOK/East Hazel Crest) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision: Financial Data Before** Fund Source **Project Phase** FFY **Total Cost** Federal Cost Segment Revision TLL CONSTRUCTION 10 400 1781260000 Financial Data After Revision Fund Source **Project Phase** FFY **Total Cost** Federal Cost Segment CONSTRUCTION 1-78126-0000 ARRA2 400 10 400 Change in Federal Funds Pre-Revision Post-Revision Project: Percentage Change Action Federal Funds Federal Funds (000) (000)(000) IDOT District 1 Division of Highways Change \$0 \$400 \$ 400 VOLLMER RD FROM IL 1 HALSTED ST (COOK/Chicago Heights) TO HOLBROOK RD (COOK/Glenwood) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision:** SAFETY - FENCING HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** SAFETY - FENCING **Financial Data Before** Fund Source **Project Phase Total Cost** Federal Cost Segment Revision CONSTRUCTION 10 400 1781230000 **Financial Data After Revision** Fund Source **Project Phase** FFY **Total Cost** Federal Cost Segment ARRA2 CONSTRUCTION 400 1-78123-0000 10 400 Pre-Revision Post-Revision Change in Percentage Change Project: Action **Federal Funds** Federal Funds **Federal Funds** (000) (000)(000)07-10-0007 IDOT District 1 Division of Highways Change \$450 \$ 450 THORNTON-LANSING RD FROM AT THORN CREEK (1.5 MI W OF ILL 394) (COOK/Thornton) Completion Year Before Revision: Unspecified Unspecified Unspecified **Project Work Types Before Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE **Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE **Financial Data Before** Fund Source **Project Phase** FFY Total Cost Federal Cost Segment CONSTRUCTION 10 1783410000 ILL 450 Financial Data After Revision Fund Source **Project Phase** FFY **Total Cost** Federal Cost Seament ARRA2 CONSTRUCTION 10 450 1-78341-0000 Pre-Revision Post-Revision Change in Federal Funds Percentage Change Project: Action Federal Funds **Federal Funds** (000) (000) (000)\$ 825 IDOT District 1 Division of Highways Change \$825

MICHIGAN CITY FROM COTTAGE GROVE (COOK/Calumet City) TO 154TH ST (COOK/Dolton)

Completion Year Before Revision: Unspecified
Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	825		1700500000
inancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	825	825	1-70050-0000
hand to the		Pre-Revision	Post-Rev		Change in	December 21
roject:	Action	Federal Funds (000)	Federal (000)	runds	Federal Funds (000)	Percentage Change
7-10-0009 IDOT District 1 Division of Highways DE ORR RD FROM AT THORN CREEK (0.5 MI E OF ILL	Change 1) (COOK/Chicago Heig	\$0 hts)	\$190		\$ 190	
completion Year Before Revision: Unspecified completion Year After Revision: Unspecified project Work Types Before Revision:	BRIDGE/STRUCTURE -	RECONST/REHAB NO C	HNG IN # W	DTH ORLANG	:	
roject Work Types After Revision:		RECONST/REHAB NO C		•		
inancial Data Before	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
evision	ILL	CONSTRUCTION	10	190	r caciai cost	1783510000
inancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	190	190	1-78351-0000
		Pre-Revision	Post-Re	vision	Change in	
roject:	Action	Federal Funds (000)	Federal (Funds	Federal Funds (000)	Percentage Change
7-10-0010 IDOT District 1 Division of Highways	Change	\$0	\$240		\$ 240	
IS 6 US 6 / 159TH ST FROM AT CAL UNION DITCH (0.	9 MI E OF ILL 1) (COOK	(/South Holland)				
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified						
Project Work Types Before Revision:	BRIDGE/STRUCTURE -	RECONST/REHAB NO C	HNG IN #, W	DTH, OR LANE	Ē	
Project Work Types After Revision:	BRIDGE/STRUCTURE -	RECONST/REHAB NO C	HNG IN #, W	DTH, OR LANE		
inancial Data Before evision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	240		1783460000
inancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost		Segment
	ARRA2	CONSTRUCTION	10	240	240	1-78346-0000
land de ade	Action	Pre-Revision Federal Funds	Post-Rev		Change in Federal Funds	Percentage Change
roiect:		reuerai rumus				
		(000)	(000)	i unus	(000)	
17-10-0011 IDOT District 1 Division of Highways	Change	(000) \$0		i unus		
07-10-0011 IDOT District 1 Division of Highways US 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Change	(000) \$0	(000)	i unus	(000)	
7-10-0011 IDOT District 1 Division of Highways IS 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified	Change	(000) \$0	(000)	i unus	(000)	
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE -	(000) \$0 OK/Matteson) RECONST/REHAB NO C	(000) \$240 SHNG IN #, WI	DTH, OR LANE	(000) \$ 240	
7-10-0011 IDOT District 1 Division of Highways Sompletion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE -	(000) \$0 OK/Matteson) RECONST/REHAB NO CI RECONST/REHAB NO CI	(000) \$240 SHNG IN #, WI	DTH, OR LANE DTH, OR LANE	(000) \$ 240	
17-10-0011 IDOT District 1 Division of Highways IS 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE -	(000) \$0 OK/Matteson) RECONST/REHAB NO C	(000) \$240 SHNG IN #, WI	DTH, OR LANE	(000) \$ 240	Segment
77-10-0011 IDOT District 1 Division of Highways IS 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Completion Year After Revision: Croject Work Types Before Revision: Croject Work Types After Revision: Croject Wo	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL	(000) \$0 OK/Matteson) RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION	(000) \$240 HNG IN #, WI HNG IN #, WI FFY 10	DTH, OR LANE DTH, OR LANE Total Cost 240	(000) \$ 240 Federal Cost	Segment 1783440000
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified completion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before tevision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source	(000) \$0 OK/Matteson) RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION Project Phase	(000) \$240 HNG IN #, WI FFY 10 FFY	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost	(000) \$ 240 Federal Cost	Segment 1783440000 Segment
07-10-0011 IDOT District 1 Division of Highways US 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL	(000) \$0 OK/Matteson) RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Project Phase CONSTRUCTION	(000) \$240 HNG IN #, WI HNG IN #, WI FFY 10 FFY 10	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 240	(000) \$ 240 Federal Cost Federal Cost 240	Segment 1783440000
Project: 07-10-0011 IDOT District 1 Division of Highways US 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Project:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source	(000) \$0 OK/Matteson) RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION Project Phase	(000) \$240 HNG IN #, WI FFY 10 FFY	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision	(000) \$ 240 Federal Cost	Segment 1783440000 Segment
17-10-0011 IDOT District 1 Division of Highways US 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action	(000) \$0 OK/Matteson) RECONST/REHAB NO CI RECONST/REHAB NO CI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	(000) \$240 HNG IN #, WI HNG IN #, WI FFY 10 FFY 10 Post-Ree Federal (000)	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000)	Segment 1783440000 Segment 1-78344-0000
7-10-0011 IDOT District 1 Division of Highways Sompletion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	(000) \$0 OK/Matteson) RECONST/REHAB NO CI RECONST/REHAB NO CI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	(000) \$240 EHNG IN #, WI EHNG IN #, WI FFY 10 FFY 10 Post-Rer Federal	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds	Segment 1783440000 Segment 1-78344-0000
7-10-0011 IDOT District 1 Division of Highways Sompletion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before Revision Inancial Data After Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	(000) \$0 OK/Matteson) RECONST/REHAB NO CI RECONST/REHAB NO CI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	(000) \$240 HNG IN #, WI HNG IN #, WI FFY 10 FFY 10 Post-Ree Federal (000)	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000)	Segment 1783440000 Segment 1-78344-0000
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (ompletion Year Before Revision: Unspecified unspecified Unspecified roject Work Types Before Revision: unspecified roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 7-10-0012 IDOT District 1 Division of Highways 57 1-57 FROM AT FLOSSMOOR RD (COOK/Country Cl ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills)	(000) \$0 OK/Matteson) RECONST/REHAB NO CI RECONST/REHAB NO CI Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	(000) \$240 EHNG IN #, WI EHNG IN #, WI FFY 10 FFY 10 Post-Rer Federal I (000) \$490	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment 1783440000 Segment 1-78344-0000
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision roject: 7-10-0012 IDOT District 1 Division of Highways S7 I-57 FROM AT FLOSSMOOR RD (COOK/Country Cl completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified oroject Work Types Before Revision:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE -	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONST/R	(000) \$240 EHNG IN #, WI EHNG IN #, WI FFY 10 Post-Ret Federal (000) \$490	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment 1783440000 Segment 1-78344-0000
7-10-0011 IDOT District 1 Division of Highways Sompletion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - BRIDGE/STRUCTURE -	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONS	(000) \$240 EHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment 1783440000 Segment 1-78344-0000 Percentage Change
77-10-0011 IDOT District 1 Division of Highways 17-10-0011 IDOT District 1 Division of Highways 17-10-0011 HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONS	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI FFY	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment 1783440000 Segment 1-78344-0000 Percentage Change
7-10-0011 IDOT District 1 Division of Highways IS 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Project Work Types Before Revision: Inancial Data Before Revision Project: Topict: Topic: Top	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONS	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI HNG IN #, WI	DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified troject Work Types Before Revision: troject Work Types After Revision: inancial Data Before tevision inancial Data After Revision inancial Data After Revision Troject: 7-10-0012 IDOT District 1 Division of Highways 57 I-57 FROM AT FLOSSMOOR RD (COOK/Country Cl completion Year Before Revision: Unspecified tompletion Year After Revision: Unspecified tomplettor Year After Revision: Unspecified troject Work Types After Revision: inancial Data Before tevision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONS	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI FFY	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490	Segment 1783440000 Segment 1-78344-0000 Percentage Change
77-10-0011 IDOT District 1 Division of Highways 15. 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (15. 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (15. 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (15. 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (15. 30 LINCOLN HWY FROM AT Butter Revision: 15. 4 Unspecified 16. 4 Unspecified 17. 4 Unspecified 17. 4 Unspecified 17. 5 Unspecified 18. 5 Unspecified 18. 6 Unspecified 18. 6 Unspecified 19. 6 Unspecified 19. 7 Unspecified 19	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ILL Fund Source	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB N	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ree Federal (000) \$490 SHNG IN #, WI HNG IN #, WI FFY 10 FFY 10	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 Vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490	Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Federal Cost Federal Cost	Segment 1783440000 Segment 1-78344-0000 Percentage Change Segment 1783450000 Segment
7-10-0011 IDOT District 1 Division of Highways Standard S	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ILL Fund Source	(000) \$0 K/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI FFY 10 FFY 10 Post-Ret FFY 10	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in Federal Funds	Segment 1783440000 Segment 1-78344-0000 Percentage Change Segment 1783450000 Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision Inancial Data After Revision roject: 7-10-0012 IDOT District 1 Division of Highways 57 I-57 FROM AT FLOSSMOOR RD (COOK/Country Cl ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision: inancial Data After Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2	(000) \$0 X/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision	(000) \$240 EHNG IN #, WI HNG IN #, WI FFY 10 Post-Rev Federal (000) \$490 EHNG IN #, WI HNG IN #, WI FFY 10 FFY 10 Post-Rev	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision	(000) \$ 240 Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision TOJECT	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change ILL Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO COPOLE Phase CONSTRUCTION RECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) Post-Ret Federal I (000)	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision	Federal Cost Federal Funds (000) \$ 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in Federal Cost	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision roject: 7-10-0012 IDOT District 1 Division of Highways 57 1-57 FROM AT FLOSSMOOR RD (COOK/Country Coompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision: inancial Data Before evision inancial Data After Revision: inancial Data After Revision: inancial Data After Revision: inancial Data After Revision inancial Data After Revision: Inancial Data After Revision Inancial Data After Revision: Inancial Data After Revision Inancial Data After Revision: Inancial Data After Revision Inancial Data Aft	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change ILL Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO COPOLE Phase CONSTRUCTION RECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) \$490 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Ret Federal I (000) Post-Ret Federal I (000)	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision	Federal Cost Federal Funds (000) \$ 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in Federal Cost	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified project Work Types Before Revision: Unspecified project Work Types After Revision: project: project Work Types After Revision: project: project Work Types Before Revision: Unspecified project Work Types Before Revision: project Work Types Before Revision: project Work Types After Revision: project Work Types Before Revision: project: proj	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change IL 83 SIBLEY BLVD (COC	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960 OK/Calumet City)	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Rer Federal I (000) \$490 SHNG IN #, WI HNG IN #, WI FFY 10 FFY 10 Post-Rer Federal I (000) \$1200	DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision Funds	Federal Cost Federal Funds (000) \$ 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in Federal Cost	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (completion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision roject: 7-10-0012 IDOT District 1 Division of Highways 57 I-57 FROM AT FLOSSMOOR RD (COOK/Country Cl ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year Before Revision: Unspecified roject Work Types After Revision: inancial Data Before evision roject: 7-10-0028 IDOT District 1 Division of Highways roject: 7-10-0028 IDOT District 1 Division of Highways ORRENCE AVE FROM 138TH ST (COOK/Burnham) TO ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified origect Work Types Before Revision:	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change lub Hills) BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change IL 83 SIBLEY BLVD (COC HIGHWAY/ROAD - RES	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO COPOLE Phase CONSTRUCTION RECONST/REHAB NO COPOLE Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960	(000) \$240 CHING IN #, WI HING IN #, WI FFY 10 Post-Ret Federal I (000) \$490 CHING IN #, WI FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 FFY 10 NE WIDENING	DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE DTH, OR LANE Total Cost 490 Total Cost 490 vision Funds	Federal Cost Federal Funds (000) \$ 240 Change in Federal Funds (000) \$ 490 Federal Cost 490 Change in Federal Cost	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Impletion Year After Revision: Unspecified Impletion Year After Revision: Unspecified Impletion Year After Revision: Inancial Data Before Impletion Year After Revision Troject: 7-10-0012 IDOT District 1 Division of Highways S 7 1-57 FROM AT FLOSSMOOR RD (COOK/Country Clompletion Year Before Revision: Unspecified Impletion Year After Revision: Unspecified Impletion Year After Revision: Unspecified Impletion Year After Revision: Imancial Data Before Impletion Year After Revision: Imancial Data After Revision: Imancial Data After Revision: Imancial Data After Revision: Imancial Data After Revision Imancial Data After Revision Imancial Data After Revision: Unspecified Impletion Year After Revision: Unspecified	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change ILB HIBS Action Change ILL Fund Source ARRA2 Action Change IL 83 SIBLEY BLVD (COC HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960 OK/Calumet City) SURFACE (WITH NO LANGURFACE (W	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Rer Federal I (000) \$490 SHNG IN #, WI FFY 10 FFY 10 Post-Rer Federal I (000) \$1200 NE WIDENING NE WIDENING	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE Total Cost 490 Total Cost 490 vision Funds	Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Change in Federal Cost 490 Change in Federal Funds (000) \$ 240	Segment
7-10-0011 IDOT District 1 Division of Highways S 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Inancial Data Before Revision: Inancial Data After Revision Project: 7-10-0012 IDOT District 1 Division of Highways For 1-57 FROM AT FLOSSMOOR RD (COOK/Country Cl Completion Year Before Revision: Unspecified Project Work Types Before Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Inancial Data Before Revision: Inancial Data Before Revision: Inancial Data After Revision	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change ILB BRIDGE/STRUCTURE - FUND SOURCE ARRA2 Action Change ILB SOURCE ARRA2 Action Change ILB SIBLEY BLVD (COC HIGHWAY/ROAD - RESENTED SOURCE HIGHWAY/ROAD - RESENTED SOURCE HIGHWAY/ROAD - RESENTED SOURCE HIGHWAY/ROAD - RESENTED SOURCE	(000) \$0 OK/Matteson) RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960 OK/Calumet City) SURFACE (WITH NO LAN Project Phase	(000) \$240 CHNG IN #, WI HNG IN #, WI FFY 10 Post-Rer Federal (000) \$490 CHNG IN #, WI HNG IN #, WI FFY 10 Post-Rer Federal (000) \$1200 NE WIDENING NE WIDENI	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE Total Cost 490 Total Cost 490 vision Funds Total Cost 60 Total Cost 60 Total Cost	Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Change in Federal Funds (000) \$ 490 Change in Federal Cost 490 Change in Federal Cost 490 Change in Federal Cost 490 Federal Cost Federal Cost	Segment 1783440000 Segment 1-78344-0000 Percentage Change Segment 1783450000 Segment 1-78345-0000 Percentage Change 25%
7-10-0011 IDOT District 1 Division of Highways Sis 30 LINCOLN HWY FROM AT BUTTERFIELD CREEK (Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Inancial Data Before Revision Inancial Data After Revision Project: 7-10-0012 IDOT District 1 Division of Highways Sistematical Types After Revision: Unspecified Completion Year Before Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Unspecified Project Work Types After Revision: Unspecified Project Work Types After Revision: Unspecified Project Work Types Before Revision: Unspecified Unspecified Project Work Types Before Revision: Unspecified Unspecified Unspecified Project Work Types Before Revision: Unspecified Unspecified Unspecified Project Work Types Before Revision: Unspecified Unspecified Project Work Types Before Revision: Unspecified Project Work Types Before Revision: Unspecified Project Work Types After Revision: Unspecified	Change 1.7 MI W OF I-57) (COC BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change ILB HIBS Action Change ILL Fund Source ARRA2 Action Change IL 83 SIBLEY BLVD (COC HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES	(000) \$0 OK/Matteson) RECONST/REHAB NO CORECONST/REHAB NO COPOSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONST/REHAB NO CORECONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$960 OK/Calumet City) SURFACE (WITH NO LANGURFACE (W	(000) \$240 SHNG IN #, WI HNG IN #, WI FFY 10 Post-Rer Federal I (000) \$490 SHNG IN #, WI FFY 10 FFY 10 Post-Rer Federal I (000) \$1200 NE WIDENING NE WIDENING	DTH, OR LANE DTH, OR LANE Total Cost 240 Total Cost 240 vision Funds DTH, OR LANE Total Cost 490 Total Cost 490 vision Funds	Federal Cost Federal Cost 240 Change in Federal Funds (000) \$ 490 Change in Federal Cost 490 Change in Federal Funds (000) \$ 240	Segment

Project:	Action	Pre-Re Federa (000)	evision Il Funds	Post-Revision Federal Fund (000)		Chang Federa (000)	e in al Funds	Р	ercenta	ge Change
-03-0105 DuPage Council of Mayors FORD RD FROM ST CHARLES RD (DUPAGE) TO CRES	Change SCENT BLVD (DUI	\$1606 PAGE)		\$1606		\$ 0		0	%	
ompletion Year Before Revision: 2010										
ompletion Year After Revision: 2010 roject Work Types Before Revision:	HICHWAYA	ΔD = TNIT	ERSECTION IMPRO	WEMENT						
roject Work Types After Revision:	HIGHWAY/RO	AD - REC	ONST WITH CHAN ERSECTION IMPRO	GE IN USE OR	WIDTH	I OF LANE				
			ONST WITH CHAN		WIDTH	OF LANE				
inancial Data Before Revision	Fund Source		Project Phase	I	FFY	Total Cos	t F	ederal (Cost	Segment
	STP-L		CONSTRUCTION		10	3062		606		
inancial Data After Revision	Fund Source STP-L		Project Phase CONSTRUCTION		FFY 10	Total Cos 3062		ederal (606	Cost	Segment
roject:		Actio	Pre-Revision Federal Fu		st-Revis leral Fu	ınds	Change in Federal Fu (000)	nds	Perce	entage Change
8-06-0050 DuPage County Division of Transporta	tion	Chang		\$80	-		\$ 0		0%	
ADISON ST. (SOUTHERN DUPAGE COUNTY REGIONAl ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified	L TRAIL) FROM F	IIGH GRO	OVE BLVD. (DUPAC	SE) TO 55TH S	TREET ((DUPAGE) D	UPAGE COU	INTY HW	Y 8; 1/4	MILE SOUTH OF PL
roject Work Types Before Revision:	BICYCLE FACIL									
roject Work Types After Revision: inancial Data Before	BICYCLE FACIL	TLA	- • •							_
evision	Fund Source		Project Phase		FFY	Total Co		Federal	Cost	Segment
inancial Data After Revision	HPP Fund Source HPP		IMPLEMENTATIO Project Phase IMPLEMENTATIO		09 FFY 09	4200 Total Co 4200	st i	30 Federal 30	Cost	HPP 1756 Segment HPP 1756
roject:	A	Action	Pre-Revision Federal Funds		Revision al Fund		nange in ederal Func	ls	Percer	ntage Change
8-06-0061 IDOT District 1 Division of Highways	,	Change	(000) \$1572	(000) \$0		-	00) -1572		-100%	
IS 34 OGDEN AVE FROM IL 53 LINCOLN AVE (.5 MI S		u.igc	413/4	ΨU		φ.	23,2		10070	
completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Unspecified Very Early Section:			ECONST/REHAB N							
roject Work Types After Revision: inancial Data Before			ECONST/REHAB N							
evision	Fund Source		Project Phase	FFY		tal Cost		al Cost		Segment
inancial Data After Revision	BRR Fund Source ILL		CONSTRUCTION Project Phase CONSTRUCTION	10 FFY 10	196 Tol 196	tal Cost	1572 Feder	al Cost		1-75694-0100 Segment 1-75694-0100
roject:	A	Action	Pre-Revision Federal Funds	Federa	Revision al Fund	s Fe	nange in ederal Fund	ls	Percer	ntage Change
8-09-0014 IDOT District 1 Division of Highways farious Routes in DuPage County AT	C	Change	(000) \$2000	(000) \$2000		(0 \$ (00)		0%	
completion Year Before Revision: Unspecified Unspecified Unspecified										
roject Work Types Before Revision: roject Work Types After Revision:			MITTENT RESURF							
inancial Data Before	Fund Source		Project Phase	FFY	Tot	tal Cost	Feder	al Cost		Segment
evision	HRA		CONSTRUCTION	09	200		2000			1779531300
inancial Data After Revision	Fund Source		Project Phase	FFY		tal Cost		al Cost		Segment
	HRA	(CONSTRUCTION	09	200		2000			1779531300
	ILL		CONSTRUCTION	10	200	00				1-77953-2300
		Pre-Re	evision	Post-Revision Federal Fund		Chang Federa (000)	e in al Funds	P	ercenta	ge Change
Project:	Action	Federa (000)	ii i uiius	(000)				1	1.72%	
8-09-0037 DuPage Council of Mayors	Change	Federa (000) \$1015		(000) \$1134		\$ 119		-		
8-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified	Change TO FAU 2619 Gra	Federa (000) \$1015 ace St. (D	UPAGE)	\$1134		\$ 119		-		
8-09-0037 DuPage Council of Mayors Au 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision:	Change TO FAU 2619 Gra HIGHWAY/RO	Federa (000) \$1015 ace St. (Di	UPAGE) URFACE (WITH N	\$1134 O LANE WIDE	-	\$ 119		-		
8-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision:	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N	\$1134 O LANE WIDEI O LANE WIDEI	NING)					
8-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO Fund Source	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N Project Phase	\$1134 O LANE WIDEI O LANE WIDEI	NING)	Total Cos		ederal (Cost	Segment
8-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) completion Year Before Revision: Unspecified completion Year After Revision: Unspecified troject Work Types Before Revision: troject Work Types After Revision: inancial Data Before tevision	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO Fund Source STP-L	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N Project Phase CONSTRUCTION	\$1134 O LANE WIDER O LANE WIDER	NING) FFY	Total Cos	1	ederal (015		_
	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO Fund Source STP-L Fund Source	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N Project Phase CONSTRUCTION Project Phase	\$1134 O LANE WIDEI O LANE WIDEI	NING) FFY 11 FFY	Total Cos 1269 Total Cos	1 t F	ederal (015 ederal (Segment Segment
3-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) completion Year Before Revision: Unspecified completion Year After Revision: Unspecified croject Work Types Before Revision: croject Work Types After Revision: croject Data Before evision	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO Fund Source STP-L	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N Project Phase CONSTRUCTION	\$1134 O LANE WIDEI O LANE WIDEI	NING) FFY	Total Cos	1 t F	ederal (015 ederal (087		-
8-09-0037 DuPage Council of Mayors AU 1397 St. Charles Rd. FROM IL 53 IL 53 (DUPAGE) ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	Change TO FAU 2619 Gra HIGHWAY/RO HIGHWAY/RO Fund Source STP-L Fund Source STP-L	Federa (000) \$1015 ace St. (Di AD - RESI AD - RESI	UPAGE) URFACE (WITH N URFACE (WITH N Project Phase CONSTRUCTION Project Phase CONSTRUCTION	\$1134 O LANE WIDEI O LANE WIDEI	NING) FFY 11 FFY 10	Total Cos 1269 Total Cos 1553	1 t F	ederal (015 ederal (087		_

Project:	Act	ion I	Pre-Revision Federal Funds (000)	F	ost-Revisi ederal Fur 000)	nds	Change in Federal Funds (000)		Percentage Change
inancial Data After Revision	Fund Source ARRA2		Project Phase CONSTRUCTION		FFY 10	Total Cos 240	Federal 240	l Cost	Segment 1-78365-0000
CYTOTOT	ILL		CONSTRUCTION		10	240			1783650000
inancial Data Before Levision	Fund Source		Project Phase		FFY	Total Cos		l Cost	Segment
roject Work Types Before Revision: roject Work Types After Revision:			RECONST/REHAB N RECONST/REHAB N						
Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Unspe	ed								
IS 34 OGDEN AVE FROM AT E BR DUPAGE RIVE	R (0.2 MI W OF ILL 5	3) (DUPA							
roject: 8-10-0014 IDOT District 1 Division of High	ways	Action Change	Federal Funds (000) \$0	5	Federal (000) \$240	runas	(000) \$ 240		Percentage Change
Project:		Action	Pre-Revision Federal Funds		Post-Rev		Change in Federal Funds		Percentage Change
inancial Data After Revision	Fund Source ARRA2		Project Phase CONSTRUCTION		FFY 10	Total Cos 1540	t Federal	Cost	Segment 1-78360-0000
	ILL Form d Common		CONSTRUCTION		10	1540			1783600000
inancial Data Before Revision	Fund Source		Project Phase		FFY	Total Cos	t Federa	Cost	Segment
roject Work Types Before Revision: Project Work Types After Revision:	,		RECONST/REHAB N RECONST/REHAB N		,	,			
Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Unspecific Unspecific National World Types Refere Revisions	ed	CTURE	DECONCT/DELLAS	10 CU:	CTN " \"	DTII OD I	ır		
L 38 ROOSEVELT RD FROM AT YORK RD (1.5 M	I E OF ILL 83) (DUPA		4~		42010		ψ 25 IV		
8-10-0013 IDOT District 1 Division of High	wavs	Change	(000) \$0	-	(000) \$1540		(000) \$ 1540		. J. John Myc Change
Project:		Action	Pre-Revision Federal Funds	:	Post-Rev		Change in Federal Funds		Percentage Change
	ARRA2		CONSTRUCTION		10	2200	2200		1-78220-0000
	ARRA2 NHS		CONSTRUCTION CONSTRUCTION		10 12	1850 1600	1850 1280		1-77963-0000 1-76555-0000
inancial Data After Revision	Fund Source		Project Phase		FFY	Total Cos	t Federa	Cost	Segment
	ILL NHS		CONSTRUCTION CONSTRUCTION		11 12	2200 1850	1480		1782200000 1779630000
	NHS		CONSTRUCTION		12	1600	1280		1765550000
nancial Data Before evision	Fund Source		Project Phase		FFY	Total Cos	t Federa	Cost	Segment
roject Work Types Before Revision: roject Work Types After Revision:			URFACE (WITH NO URFACE (WITH NO			-			
ompletion Year After Revision: Unspecific	ed	AD 850	IIDEACE / WITH ME) ABIT	MIDENIA	٠,			
L 83 KINGERY HWY FROM 1)ILL 64 (NORTH AV Completion Year Before Revision: Unspecific	•	ST 2)WA	SHINGTON ST TO I	LL 56 (DUPAGE/O	ak Brook) TO) 2)ILL 56 (BUTTE	RFIELD	O RD) TO 0.5 MI S OF
8-09-0081 IDOT District 1 Division of High	•	Change	\$2760		\$5330		\$ 2570		93.12%
Project:		Action	Federal Funds	5	Federal (000)		Federal Funds (000)		Percentage Change
			Pre-Revision		Post-Re	vision	Change in		
mancial Data After Revisión	HRA	-	TRUCTION	09	6300	630		_	nent 317-0000/AWARDED
Financial Data After Revision	HRA Fund Source		TRUCTION ct Phase	09 FFY	6300 Total Co	630 ost Fe	00 deral Cost	1-768 Segn	317-0000 nent
Financial Data Before Revision	Fund Source	_	ct Phase	FFY	Total Co		deral Cost	Segn	
Project Work Types After Revision:	HIGHWAY/ROAD -		•		-				
Completion Year After Revision: Unspecific Project Work Types Before Revision:	ed HIGHWAY/ROAD - I	RESURFA	.CE (WITH NO LAN	E WIDE	ENING)				
L 59 ILL 59 FROM IL 64 ILL 64 (DUPAGE/Warre Completion Year Before Revision: Unspecific	ed	(DUPAC	∍⊏/vvest Chicago)						
08-09-0067 IDOT District 1 Division of High	•	Change	\$6300		\$6300		\$ 0		0%
Project:		Action	Federal Funds (000)	•	Federal (000)		Federal Funds (000)		Percentage Change
		20113	Pre-Revision	-	Post-Rev		Change in	- //-	3333/11111020
Financial Data After Revision	Fund Source HRA	-	ct Phase TRUCTION	FFY 09	Total Co	ost Fe	deral Cost	Segn	nent 544-0000/AWARDED
Revision	HRA	_	TRUCTION	09	1526	157		_	544-0000
Financial Data Before	Fund Source		ct Phase	FFY .	Total Co	ost Fe	deral Cost	Segn	nent
Project Work Types Before Revision: Project Work Types After Revision:	HIGHWAY/ROAD -		•		-				
Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Unspecific Completion Year After Revision:									
IS 34 OGDEN AVE FROM BEAUMONT DR (DUPA		Change YMOND D	\$1526 OR (DUPAGE/Naper	ville)	\$1526		\$ 0		0%
8-09-0066 IDOT District 1 Division of High									

Kane/Kendall Council of Mayors \$ 121 6.36% 09-00-0018 \$2024 VAN BUREN ST FROM BARRINGTON AVE (KANE) TO FOX RIVER DR (KANE) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND **Project Work Types After Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-L CONSTRUCTION 11 2490 1903 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment STP-L CONSTRUCTION 2698 2024 Pre-Revision Post-Revision Change in Federal Funds (000) Project: Action Federal Funds Federal Funds Percentage Change (000) (000)09-00-0018 Kane/Kendall Council of Mayors Change \$1903 \$2024 \$ 121 6.36% VAN BUREN ST FROM BARRINGTON AVE (KANE) TO FOX RIVER DR (KANE) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND **Project Work Types After Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND **Financial Data Before** Federal Cost **Fund Source** FFY **Total Cost Project Phase** Seament CONSTRUCTION 11 2490 Financial Data After Revision **Fund Source** Total Cost Federal Cost Project Phase FFY Seament STP-I CONSTRUCTION 10 2698 2024 Pre-Revision Post-Revision Change in Percentage Change Project: Action Federal Funds Federal Funds Federal Funds (000) (000) (000) \$1434 0.07% 09-00-0021 Kane/Kendall Council of Mayors Change \$1433 \$ 1 FAU 2525 DUNDEE AVE FROM FAU 1320 SUMMIT ST (KANE) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST Completion Year Before Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT **Project Work Types After Revision:** SIGNALS - MODERNIZATION **Financial Data Before** Fund Source FFY Federal Cost **Project Phase** Total Cost Seament STP-L CONSTRUCTION 10 848 593 E3 INCLUDED CMAO CONSTRUCTION FROM 09-03-0006 10 1050 840 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CMAO CONSTRUCTION 10 1050 840 FROM 09-03-0006 STP-L CONSTRUCTION 594 E3 INCLUDED 11 848 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000) (000)Kane/Kendall Council of Mayors \$1433 \$1434 0.07% FAU 2525 DUNDEE AVE FROM FAU 1320 SUMMIT ST (KANE) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION **Project Work Types Before Revision:** Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION **Financial Data Before Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament Revision STP-I CONSTRUCTION 10 848 593 E3 INCLUDED CMAO CONSTRUCTION 10 1050 FROM 09-03-0006 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Seament CMAO CONSTRUCTION 10 1050 840 FROM 09-03-0006 CONSTRUCTION E3 INCLUDED 11 594 Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds Federal Funds Percentage Change (000)(000)(000)Kane/Kendall Council of Mayors Change \$2519 \$2519 FAU 1550 GAME FARM RD/SOMONAUK ST FROM US 34 (KENDALL/Yorkville) IL 47 (KENDALL/Yorkville) Completion Year Before Revision: 2010 Completion Year After Revision: 2011 **Project Work Types Before Revision:** PEDESTRIAN FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND PEDESTRIAN FACILITY **Project Work Types After Revision:** HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND

Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	4730	2344	
		STP-L	ROW ACQUISITION	10	350	175	
inancial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ROW ACQUISITION	10	350	175	
		STP-L	CONSTRUCTION	11	4730	2344	
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change ir Federal F (000)		ige Change
09-00-0028 Kane/Kendall Co FAU 1550 GAME FARM RD/SOMON		Change 34 (KENDALL/Yorkville)	\$2519 IL 47 (KENDALL/Yorkville	\$2519)	\$ 0	0%	
completion Year Before Revisi completion Year After Revision							
roject Work Types Before Rev	vision:	HIGHWAY/ROAD - F	CONTINUOUS BI-DIRECTION SECONSTRUCT IN KIND	ONAL TURN LANES			
Project Work Types After Revi	sion:		TY CONTINUOUS BI-DIRECTION ECONSTRUCT IN KIND	ONAL TURN LANES			
inancial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CVISIUII		STP-L	CONSTRUCTION	12	4730	2344	
		STP-L	ROW ACQUISITION	10	350	175	
inancial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ROW ACQUISITION	10	350	175	
		STP-L	CONSTRUCTION	11	4730	2344	
Project:	Action Fe	re-Revision ederal Funds 100)	Post-Revision Federal Funds (000)	Change Federa (000)		Percentage Char	ıge
09-03-0003 Metra	-	903	\$903	\$ 0		0%	
GENEVA STATION PARKING ON U		A AVENUE (KANE) TO TH	IRD STREET (KANE)				
Completion Year Before Revisi Completion Year After Revision							
Completion Year After Revision Project Work Types Before Rev		PARKING - NEW LO	Γ OR GARAGE				
Project Work Types Belore Revis		PARKING - NEW LO					
inancial Data Before		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
Revision		5309C	IMPLEMENTATION	09	903	903	3864,P-550
inancial Data After Revision		Fund Source	Project Phase	09 FFY	70tal Cost	903 Federal Cost	3864,P-550 Segment
Jee rater retroion		5309C	IMPLEMENTATION	09	903	903	3864,P-550
		ILLT	IMPLEMENTATION	10	3500	0	3864
			Pre-Revision	Post-Revision	Change ir		
Project:		Action	Federal Funds (000)	Federal Funds (000)	Federal F (000)	unds Percenta	ige Change
09-06-0019 Kane/Kendall Co	ouncil of Mayors	Change	\$1659	\$1659	\$ 0	0%	
75 00 0015 Ranc/ Rendan ee		-					
,	NE) IL 68 (KANE)						
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisi	ion: 2010						
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisi Completion Year After Revision	ion: 2010 n: 2011	HIGHWAY/ROAD -	RESURFACE (WITH NO L RECONST WITH CHANGE	IN USE OR WIDTH	I OF LANE		
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisi Completion Year After Revision Project Work Types Before Rev	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD -	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE	IN USE OR WIDTH MENT ANE WIDENING) IN USE OR WIDTH			
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisi Completion Year After Revision Project Work Types Before Rev Project Work Types After Revis	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD -	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE	IN USE OR WIDTH MENT ANE WIDENING) IN USE OR WIDTH MENT	I OF LANE	Endowl Co. c	5
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY	OF LANE	Federal Cost	Segment
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11	Total Cost 3696	1659	_
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY	OF LANE		Segment AWARDED
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision Financial Data Before Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09	Total Cost 3696 152	1659 0	_
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revisional Data Before Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10	Total Cost 3696 152 182 Total Cost 182	1659 0 0 Federal Cost 0	AWARDED
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revisional Data Before Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 10	Total Cost 3696 152 182 Total Cost 182 3696	1659 0 0 Federal Cost 0 1659	AWARDED Segment
SOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Completion Year After Revision Project Work Types Before Revision Project Work Types After Revisional Data Before Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10	Total Cost 3696 152 182 Total Cost 182	1659 0 0 Federal Cost 0	AWARDED
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision Financial Data Before Revision	ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 10	Total Cost 3696 152 182 Total Cost 182 3696	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment
COLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revision Year After Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project:	ion: 2010 n: 2011 vision: sion:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds	Total Cost 3696 152 182 Total Cost 182 3696 152 Change ir Federal F	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
COLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revision Year After Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: Second Project:	ion: 2010 n: 2011 vision: sion:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000)	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds (000)	Total Cost 3696 152 182 Total Cost 182 3696 152 Change in Federal F (000)	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
COLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project: Project	ouncil of Mayors (KANE) TO IL 31 ion: 2010	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000)	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds (000)	Total Cost 3696 152 182 Total Cost 182 3696 152 Change in Federal F (000)	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
Construction Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Financial Data Before Revision Project: 199-06-0020 Kane/Kendall Completion Year Before Revision MAIN STREET FROM RANDALL RD Completion Year Before Revision	ouncil of Mayors o (KANE) TO IL 31 ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change BATAVIA AVE (KANE)	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000) \$250	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds (000)	Total Cost 3696 152 182 Total Cost 182 3696 152 Change in Federal F (000)	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisi Completion Year After Revision Project Work Types Before Rev Project Work Types After Revis Financial Data Before Revision Financial Data After Revision Project:	ouncil of Mayors o (KANE) TO IL 31 ion: 2010 n: 2011 vision:	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change BATAVIA AVE (KANE)	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000) \$250	IN USE OR WIDTHMENT ANE WIDENING) IN USE OR WIDTHMENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds (000) \$250	Total Cost 3696 152 182 Total Cost 182 3696 152 Change in Federal F (000)	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
GOLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revisio Project Work Types Before Rev Project Work Types After Revision Project Work Types After Revision Financial Data Before Revision Financial Data After Revision Project: 09-06-0020 Kane/Kendall Completion Year Before Revision Completion Year Before Revision Project Work Types Before Revision	ouncil of Mayors (KANE) TO IL 31 (Ion: 2010 (Ion: 2010 (Ion: 2010 (Ion: 2013	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change BATAVIA AVE (KANE) PEDESTRIAN FACILI SIGNALS - ADD SIGHIGHWAY/ROAD - R	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000) \$250 TY VALS AT SINGLE INTERSE ECONST WITH CHANGE I	IN USE OR WIDTHMENT MENT FFY 11 09 10 FFY 10 10 09 Post-Revision Federal Funds (000) \$250	Total Cost 3696 152 Total Cost 182 3696 152 Change ir Federal F (000) \$ 0	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED
COLFVIEW LANE FROM IL 25 (KAN Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision Completion Pata Before Revision Project: 19-06-0020 Kane/Kendall Completion Year Before Revision Completion Year Before Revision Completion Year Before Revision	ouncil of Mayors (KANE) TO IL 31 (Ion: 2010 (Ion: 2010 (Ion: 2010 (Ion: 2013	HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source STP-L MFT-ALL GEN-OP Fund Source GEN-OP STP-L MFT-ALL Action Change BATAVIA AVE (KANE) PEDESTRIAN FACILI SIGNALS - ADD SIGI HIGHWAY/ROAD - R PEDESTRIAN FACILI SIGNALS - ADD SIGI	RECONST WITH CHANGE INTERSECTION IMPROVE RESURFACE (WITH NO L RECONST WITH CHANGE INTERSECTION IMPROVE Project Phase CONSTRUCTION ENGINEERING-I ENGINEERING-II Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING-II CONSTRUCTION ENGINEERING-I Pre-Revision Federal Funds (000) \$250 TY VALS AT SINGLE INTERSE ECONST WITH CHANGE I	IN USE OR WIDTHMENT MENT FFY 11 09 10 FFY 10 09 Post-Revision Federal Funds (000) \$250	Total Cost 3696 152 182 Total Cost 182 3696 152 Change in Federal F (000) \$ 0	1659 0 0 Federal Cost 0 1659 0	AWARDED Segment AWARDED

evision						
	STP-L	CONSTRUCTION	MYB	6747	2250	
	STP-L	ROW ACQUISITION	11	509	250	
	GEN-OP	ENGINEERING-II	11	490	0	
nancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	t Segment
	GEN-OP STP-L	ENGINEERING-II CONSTRUCTION	11 MYB	490 6747	0 2250	
	STP-L	ROW ACQUISITION	11	509	250	
	J L		11		250	
roject:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change Federal (000)		entage Change
9-06-0025 Kane/Kendall Council of Mayors	Change	\$1659	\$1659	\$ 0	0%	
EYES FROM STATE ST (KANE) TO INDUSTRIAL DR ompletion Year Before Revision: 2010 ompletion Year After Revision: 2012 roject Work Types Before Revision:		E ST WEST 2750 FT ECONST WITH CHANGE I	IN LISE OF WIDTH O	ELANE		
roject Work Types After Revision:	HIGHWAY/ROAD - R HIGHWAY/ROAD - R	ESURFACE (WITH NO LA ECONST WITH CHANGE I	NE WIDENING) IN USE OR WIDTH O			
nancial Data Before	HIGHWAY/ROAD - R	ESURFACE (WITH NO LA	•			
nancial Data Before evision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	ENGINEERING-II	10	226	181	
	HPP	CONSTRUCTION	12	2605	1438	
	HPP	ROW ACQUISITION	10	50	40	
nancial Data After Revision	Fund Source	Project Phase	FFY 10	Total Cost	Federal Cost	Segment
	HPP HPP	ROW ACQUISITION ENGINEERING-II	10 10	50 226	40 181	
	HPP HPP	CONSTRUCTION	10 10	226 2605	181 1438	
		CONSTRUCTION	10	2003	1730	
roject:	Actio	Pre-Revision on Federal Funds (000)	Post-Revision Federal Funds (000)		al Funds Per	centage Change
9-06-0048 IDOT District 1 Division of Highway	ys Chang		\$275	\$ 275		
OOTHILL RD FROM RANDALL RD (KANE) TO AIRLI	TE ST (KANE)					
ompletion Year Before Revision: Unspecified						
ompletion Year After Revision: Unspecified	LITCH WAY / DOAR S	ECLIDENCE / WITTH NO : *	NIE WITDENITALON			
roject Work Types Before Revision: roject Work Types After Revision:		ESURFACE (WITH NO LA ESURFACE (WITH NO LA				
OJECT WOLK LANCS WITGE KEARSIOH!	HIGHWAT/ROAD - K	LOUNT MUL (WITH INO LA				
nancial Data Before						
	Fund Source	Project Phase		al Cost	Federal Cost	Segment
	Fund Source			al Cost	Federal Cost	Segment 176523000
evision	ILL Fund Source	Project Phase CONSTRUCTION Project Phase	FFY Tota 10 200 FFY Tota	al Cost	0 Federal Cost	176523000 Segment
evision	ILL	Project Phase CONSTRUCTION	FFY Tota 10 200		0	176523000
inancial Data Before evision inancial Data After Revision	ILL Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION	FFY Total 10 200 FFY Total 10 275	al Cost	0 Federal Cost 275	176523000 Segment
evision	ILL Fund Source ARRA2	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Fund	al Cost on Char ds Fede	0 Federal Cost 275 nge in eral Funds Per	176523000 Segment
evision inancial Data After Revision roject:	ILL Fund Source ARRA2	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Functional	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
evision inancial Data After Revision roject: 0-07-0022 Kane County Division of Transporta	ILL Fund Source ARRA2 Act	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Fund	al Cost on Char ds Fede	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000
evision nancial Data After Revision roject: 0-07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN	ILL Fund Source ARRA2 Act	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Functional	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
evision nancial Data After Revision roject: 1-07-0022 Kane County Division of Transporta 1-7 DAMISCH RD FROM OVER TYLER CREEK (KAN	ILL Fund Source ARRA2 Act	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Functional	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
evision nancial Data After Revision oject: -07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN ompletion Year Before Revision: 2009 ompletion Year After Revision: 2009	ILL Fund Source ARRA2 Act	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Functional	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
roject: 1-07-0022 Kane County Division of Transporta 1-7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 coject Work Types Before Revision: 2009	ILL Fund Source ARRA2 Act Act Act E)	Project Phase CONSTRUCTION Project Phase CONSTRUCTION tion Pre-Revision Federal Funds (000) ange \$1016	FFY Tota 10 200 FFY Tota 10 275 Post-Revision Federal Functional	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
roject: 0-07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN ompletion Year Before Revision: 2009 project Work Types Before Revision: roject Work Types After Revision: nancial Data Before	ILL Fund Source ARRA2 Act ation Cha	Project Phase CONSTRUCTION Project Phase CONSTRUCTION tion Pre-Revision Federal Funds (000) ange \$1016	FFY Total 10 200 FFY Total 10 275 Post-Revision Federal Funct (000) \$784	al Cost on Char ds Fede (000	Federal Cost 275 age in eral Funds Per	176523000 Segment 1-76523-0000 rcentage Change
roject: 0-07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 project Work Types Before Revision: coject Work Types After Revision: roject Work Types After Revision:	ILL Fund Source ARRA2 Act ation Cha E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE - REPLACE Project Phase	FFY Total 10 200 FFY Total 10 275 Post-Revision Federal Funct (000) \$784	on Charles Fede (0000 \$ -23	o Federal Cost 275 age in eral Funds Per 1) 2 -22 Federal Cost	176523000 Segment 1-76523-0000 rcentage Change .83% Segment
evision nancial Data After Revision oject: -07-0022 Kane County Division of Transporta 17 DAMISCH RD FROM OVER TYLER CREEK (KAN pupletion Year Before Revision: 2009 oject Work Types Before Revision: oject Work Types After Revision: oject Work Types After Revision: nancial Data Before	ILL Fund Source ARRA2 Action Characteristics BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I	FFY Total	on Char fede (000 \$ -23	o Federal Cost 275 nge in reral Funds Per 1) 2 -22 Federal Cost 96	176523000 Segment 1-76523-0000 rcentage Change
roject: 0-07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 project Work Types Before Revision: coject Work Types After Revision: roject Work Types After Revision:	ILL Fund Source ARRA2 Action Chae E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-II	FFY Total	on Chards Fede (000 \$ -23	o Federal Cost 275 nge in Federal Funds Per 1) 2 -22 Federal Cost 96 48	176523000 Segment 1-76523-0000 rcentage Change
roject: -07-0022 Kane County Division of Transporta T DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 roject Work Types Before Revision: 2009 roject Work Types After Revision: roject Work Types After Revision:	ILL Fund Source ARRA2 Action Chae E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR BRR BRR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-II ROW ACQUISITION	FFY Total	on Char fede (000 \$ -23	Pederal Cost 275 Toge in stral Funds Pen 1) 2 -22 Federal Cost 96 48 80	176523000 Segment 1-76523-0000 rcentage Change .83% Segment AWARDED
roject: 0-07-0022 Kane County Division of Transporta H 7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 project Work Types Before Revision: coject Work Types After Revision: roject Work Types After Revision:	ILL Fund Source ARRA2 Action Chae E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) s1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-II ROW ACQUISITION ENGINEERING	FFY Total	on Chards Fede (000 \$ -23	o Federal Cost 275 nge in Federal Funds Per 1) 2 -22 Federal Cost 96 48	176523000 Segment 1-76523-0000 rcentage Change
roject: 2-07-0022 Kane County Division of Transporte 1 7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 completion Year After Revision: 2009 croject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision	ILL Fund Source ARRA2 Action Char E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR BRR BRR BRR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-II ROW ACQUISITION	FFY Total	Char Fede (000 \$ -23	Pederal Cost 275 nge in peral Funds 2 -22 Federal Cost 96 48 80 72	176523000 Segment 1-76523-0000 rcentage Change .83% Segment AWARDED
roject: 2-07-0022 Kane County Division of Transporte 1 7 DAMISCH RD FROM OVER TYLER CREEK (KAN completion Year Before Revision: 2009 completion Year After Revision: 2009 croject Work Types Before Revision: roject Work Types After Revision: nancial Data Before evision	ILL Fund Source ARRA2 Act ation Char E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-II ROW ACQUISITION ENGINEERING CONSTRUCTION	FFY Total	al Cost On Char Fede (000 \$ -23	Pederal Cost 275 10ge in Peral Funds Peral Cost 275 Pederal Cost 96 48 80 72 720	176523000 Segment 1-76523-0000 rcentage Change 2.83% Segment AWARDED
roject:	ILL Fund Source ARRA2 Act ation Cha E) BRIDGE/STRUCTURE BRIDGE/STRUCTURE Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ange \$1016 - REPLACE - REPLACE Project Phase ENGINEERING-I ENGINEERING-I ENGINEERING CONSTRUCTION Project Phase	FFY Total	Char Char Fede	Federal Cost 275 109e in 101	176523000 Segment 1-76523-0000 rcentage Change .83% Segment AWARDED E3 Segment
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rioject. A	(00		(000)		00)		reiteiltag	e change
09-09-0010 CMAP C HUNTLEY RD FROM GALLIGAN RD (I	Change \$64 (KANE)	12	\$576	\$ -	66		-10.28%	
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inancial Data Before		Fund Source			FFY Tota	al Cost	Federal Co	act Commont
Revision			Project Phase			ii Cost		ost Segment
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	STP-L	CONSTRUCTION		1326		66		
	CMAQ	ENGINEERING-I		10 100		80		
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		CMAQ	ENGINEERING-II		12 120		96	
		CMAQ	ROW ACQUISITION		12 500		400	
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09-09-0025 IDOT District 1 Div	vision of Highways	S Chang	ge \$2000	\$2000		\$ 0	0	%
/arious Routes in Will County AT	m. Haan10-J							
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Singuisial Data After Devictor		HRA	CONSTRUCTION	09	2000	20		1-77953-1500
Financial Data After Revision		Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cos	t Fe 20	deral Cost	Segment 1-77953-1500
		ILL	CONSTRUCTION	10	2000	20		1-77953-1500
		Action	Pre-Revision	Post-Revis		Change in Federal Fur	nds Pe	ercentage Change
Project:		ACCIOII	Federal Funds	Federal Fu				
_			(000)	(000)		(000)		
9-09-0046 Kane/Kendall Cour	•	Change	(000) \$0	(000) \$640	9	(000) \$ 640		
19-09-0046 Kane/Kendall Cour FAU 1302 BIG TIMBER ROAD FROM	FAU 2509 MCLEA	Change	(000) \$0	(000) \$640	9			
19-09-0046 Kane/Kendall Cour FAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision	FAU 2509 MCLEA n: Unspecified	Change	(000) \$0	(000) \$640	9			
19-09-0046 Kane/Kendall Cour FAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Completion Year After Revision:	FAU 2509 MCLEA n: Unspecified Unspecified	Change N BLVD (KANE/Elgin) T	(000) \$0 O IL 31 FAU 3887 STATE	(000) \$640 STREET (KAN	S (E/Elgin)			
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09-09-0046 Kane/Kendall Cour FAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision Financial Data Before Revision	FAU 2509 MCLEA n: Unspecified Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds	\$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Full	Total Cos 1265 Total Cos 276 454	st Fe 94 st Fe 27 36 Change in	e deral Cost 66 64	Segment
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Project: 19-09-0046 Kane/Kendall Cour CAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision: Project Work Types Before Revision Completion Year After Revision: Project Work Types After Revision Completion After Revision Completion Year Before Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN	(S)	st Fe 94 st Fe 27 36 Change in Federal Fur (000)	e deral Cost 66 64	Segment INCLUDES E3
19-09-0046 Kane/Kendall Cour (AU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision: Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: Project Work Types Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pro-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN	(S)	st Fe 94 st Fe 27 36 Change in Federal Fur (000)	e deral Cost 66 64	Segment INCLUDES E3
19-09-0046 Kane/Kendall Cour (AU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project: 19-09-0046 Kane/Kendall Cour CAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Project Work Types After Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN	(S)	\$ 640 St Fe 94 St Fe 27 36 Change in Federal Fur (000) \$ 640	e deral Cost 66 64	Segment INCLUDES E3
19-09-0046 Kane/Kendall Cour (AU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project: 19-09-0046 Kane/Kendall Cour CAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision Project Work Types After Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA ESURFACE (WITH NO LA	(000) \$640 STREET (KAN ANE WIDENING ANE WIDENING FFY MYB FFY 10 10 Post-Revis Federal Fut (000) \$640 STREET (KAN	Total Cos 1265 Total Cos 276 454 ion (1) ion (1) ion (2) ion (3) iE/Elgin)	\$ 640 St Fe 94 St Fe 27 36 Change in Federal Fur (000) \$ 640	og deral Cost 6 4 nds Pe	Segment INCLUDES E3 ercentage Change
po-09-0046 Kane/Kendall Cour po-09-0046 Kane/Kendall Cour polition Year Before Revision: Project Work Types Before Revision project Work Types After Revision project project project: project: project project project Work Types Before Revision project Work Types Before Revision project Work Types Before Revision project Work Types After Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change IN BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R HIGHWAY/ROAD - R	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase	(000) \$640 STREET (KAN ANE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fur (000) \$640 STREET (KAN ANE WIDENING FFY ANE WIDENING FFY FFY FFY FFY FFY FFY FFY F	Total Cos 1265 Total Cos 276 454	\$ 640 St Fe 94 St Fe 27 36 Change in Federal Fur (000) \$ 640	og deral Cost 6 4 nds Pe	Segment INCLUDES E3 ercentage Change
Project: 19-09-0046 Kane/Kendall Coursell Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision Project: Project: Project: Project: Project Work Types After Revision Project: Project Work Types Before Revision Project Work Types Before Revision Project Work Types After Revision:	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change IN BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change IN BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION	(000) \$640 STREET (KAN ANE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fur (000) \$640 STREET (KAN ANE WIDENING ME WIDENING	Total Cos 1265 Total Cos 276 454 Iion Inds II IE/Elgin)	\$ 640 St Fe 94 St Fe 27 36 Change in Federal Fur (000) \$ 640	oderal Cost dederal Cost dederal Cost dederal Cost	Segment INCLUDES E3 Percentage Change Segment
D9-09-0046 Kane/Kendall Cour FAU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Revision Financial Data Before Revision Financial Data After Revision Project:	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA Fund Source	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION O IL 31 FAU 3887 STATE CONSTRUCTION Project Phase CONSTRUCTION	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN WE WIDENING WIDENING WIDENING WIDENING FFY MYB FFY MYB FFY	E/Elgin S	t Fe 94 1	ederal Cost decoderal Cost decoderal Cost decoderal Cost decoderal Cost decoderal Cost	Segment INCLUDES E3 Percentage Change Segment
Project: 19-09-0046 Kane/Kendall Coursell Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision Project: Project: Project: Project: Project Work Types After Revision Project: Project Work Types Before Revision Project Work Types Before Revision Project Work Types After Revision:	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA Fund Source LRA Fund Source	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION ONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN WE WIDENING WE WIDENING WE WIDENING FFY MYB FFY 10	iE/Elgin) Total Cos 1265 Total Cos 276 454 ion nds iE/Elgin) Total Cos 1265 Total Cos 276 Total Cos 276	t Fe 14	ederal Cost decoderal Cost decoderal Cost decoderal Cost decoderal Cost decoderal Cost	Segment INCLUDES E3 ercentage Change Segment Segment
19-09-0046 Kane/Kendall Cour (AU 1302 BIG TIMBER ROAD FROM Completion Year Before Revision: Project Work Types Before Revision Project Work Types After Revision Project Work Types After Revision Project Work Types After Revision Project: 19-09-0046 Kane/Kendall Cour (AU 1302 BIG TIMBER ROAD FROM Completion Year After Revision Project Work Types Before Revision Project Work Types Before Revision Project Work Types After Revision	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change IN BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change IN BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA STP-L	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION ONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA Project Phase CONSTRUCTION Profect Phase CONSTRUCTION Profect Phase	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revis Federal Fur (000) \$640 STREET (KAN WIDENING WIDENING WIDENING FFY MYB FFY 10 10 Post-Revis For Hamilton FFY MYB FFY 10 10 Post-Revis	E/Elgin S	\$ 640 St Fe 27 36 Change in Federal Fur (\$ 640 St Fe 27 36 Change in 94 St Fe 27 36 Change in 640	detail Cost detail Cost	Segment INCLUDES E3 Preentage Change Segment Segment INCLUDES E3
Project: 19-09-0046 Kane/Kendall Cour Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Project Work Types After Revision Project: Project: Project: Project: Project: Project Work Types Before Revision Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision: Project	FAU 2509 MCLEA n: Unspecified : Unspecified sion: on: ncil of Mayors FAU 2509 MCLEA n: Unspecified : Unspecified sion:	Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA STP-L Action Change N BLVD (KANE/Elgin) T HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source LRA Fund Source LRA Fund Source LRA Fund Source	(000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION ONSTRUCTION Pre-Revision Federal Funds (000) \$0 O IL 31 FAU 3887 STATE ESURFACE (WITH NO LA ESURFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	(000) \$640 STREET (KAN WE WIDENING WE WIDENING FFY MYB FFY 10 10 Post-Revisi Federal Fut (000) \$640 STREET (KAN WE WIDENING WE WIDENING WE WIDENING FFY MYB FFY 10 10 10	E/Elgin S	t Fe 94 t Fe 27 36 Change in Federal Fur (000) \$ 640	detail Cost detail Cost	Segment INCLUDES E3 ercentage Change Segment Segment

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Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision: Project Work Types After Revision:** Financial Data Before **Financial Data After Revision** Project: 09-09-0055 Kane/Kendall Council of Mayors Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: **Project Work Types After Revision: Financial Data Before Financial Data After Revision** Project:

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Fund Source Project Phase** FFY

> CONSTRUCTION **Project Phase** CONSTRUCTION

MYB 690 FFY **Total Cost** 10 450

Post-Revision

Federal Funds

(000)

\$170

Total Cost

294 Change in

Federal Funds

(000)

\$ 170

Total Cost

140

518

Federal Cost

Federal Cost

Federal Cost

Federal Cost

105

170

Percentage Change

FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO VILLAGE LIMITS (KANE/Hampshire)

IRA

LRA

Fund Source

Action

Change

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Pre-Revision

(000)

\$0

Federal Funds

Fund Source Project Phase FFY LRA CONSTRUCTION MYB

Project Phase FFY **Fund Source Total Cost** IRΔ CONSTRUCTION 10 170

Pre-Revision Post-Revision Change in Percentage Change Action Federal Funds Federal Funds Federal Funds (000) (000)(000) 09-09-0056 Kane/Kendall Council of Mayors Change \$225 \$ 225 \$0

FAU 3794 LAKEWOOD CREEK DR FROM US 30 (KENDALL/Montgomery) TO FAU 3789 CONCORD DRIVE (KENDALL/Montgomery)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:**

Financial Data Before Fund Source Project Phase FFY **Total Cost** Federal Cost Segment Revision IRA CONSTRUCTION MYB 725 544 **Total Cost Financial Data After Revision Fund Source Project Phase** FFY Federal Cost Segment CONSTRUCTION LRA 10 299 225

Change in Federal Funds Pre-Revision Post-Revision Federal Funds Percentage Change Project: Action Federal Funds (000) (000) (000) Kane/Kendall Council of Mayors Change \$225 \$ 225

FAU 3794 LAKEWOOD CREEK DR FROM US 30 (KENDALL/Montgomery) TO FAU 3789 CONCORD DRIVE (KENDALL/Montgomery)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before **Fund Source Project Phase FFY Total Cost** Federal Cost Segment LRA CONSTRUCTION MYB 725 544 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment LRA CONSTRUCTION 10 225 299

Pre-Revision Post-Revision Change in Federal Funds Federal Funds Project: Federal Funds Percentage Change (000)(000) (000)

Change 09-09-0059 IDOT District 1 Division of Highways \$2645 \$0 \$ -2645 -100%

IL 64 ILL 64 FROM IL 47 ILL 47 (KANE/Lily Lake) TO CAMPTON HILLS RD (KANE/St. Charles)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Financial Data Before

Fund Source **Project Phase FFY** Total Cost Federal Cost Segment HRA CONSTRUCTION 10 2645 1-77056-0000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ILL CONSTRUCTION 10 2400 1-77056-0000

Pre-Revision Post-Revision Change in Federal Funds Percentage Change Federal Funds Federal Funds Project: Action (000)(000)(000)

\$ 60 IDOT District 1 Division of Highways \$300 25% 09-09-0061

US 30 US 30 FROM KENDALL COUNTY LINE (KANE) TO 0.3 MI W OF ALBRIGHT RD (KANE)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) Financial Data Before

Fund Source **Project Phase FFY Total Cost** Federal Cost Segment Revision

	NHS	CONSTRUCTION	10	300	240	1765220000
nancial Data After Revision	Fund Source ARRA2	Project Phase CONSTRUCTION	FFY 10	Total Cost 300	Federal Cost 300	Segment 1-76522-0000
	ANNAZ	CONSTRUCTION	10	300	300	1-70322-0000
oject:	Action	Pre-Revision Federal Funds (000)	Post-Rev Federal F (000)		Change in Federal Funds (000)	Percentage Change
0-09-0063 IDOT District 1 Division of Highways 31 IL 56 ILL 31/ILL 56 FROM I- 88 EAST-WEST TOLL	Change LWAY (S/O) (KANE/Nort	\$340 h Aurora) TO NEW YORI	\$390 K ST (KANE/No	orth Aurora)	\$ 50	14.71%
ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified						
roject Work Types Before Revision:		URFACE (WITH NO LAN				
roject Work Types After Revision: nancial Data Before		URFACE (WITH NO LAN	FFY	Total Cost	Federal Cost	Commont
evision	Fund Source STP-U	Project Phase CONSTRUCTION	11	425	340	Segment 1777920000
nancial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ARRA2	CONSTRUCTION	10	390	390	1-77792-0000
roject:	Action	Pre-Revision Federal Funds (000)	Post-Rev Federal F (000)		Change in Federal Funds (000)	Percentage Change
9-09-0086 IDOT District 1 Division of Highways	Change	\$720	\$900		\$ 180	25%
. 72 ILL 72 FROM DEKALB COUNTY LINE (KANE/Hamp ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified	oshire) TO FRENCH RD (KANE/Hampshire)				
roject Work Types Before Revision: roject Work Types After Revision:	•	URFACE (WITH NO LAN URFACE (WITH NO LAN				
inancial Data Before evision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
inancial Data After Revision	NHS Fund Source	CONSTRUCTION Project Phase	12 EEV	900 Total Cost	720	1777860000
IIAIICIAI DATA ATTER KEVISION	ARRA2	Project Phase CONSTRUCTION	FFY 10	900	Federal Cost 900	Segment 1-77786-0000
		Pre-Revision	Post-Rev	ision	Change in	
roject:	Action	Federal Funds (000)	Federal F (000)	unds	Federal Funds (000)	Percentage Change
9-09-0088 IDOT District 1 Division of Highways	Change	\$1000	\$1250		\$ 250	25%
_ 56 BUTTERFIELD RD FROM KANE COUNTY LINE (KA	.NE/Aurora) TO IL 59 JC					
Completion Year After Revision: Unspecified						
ompletion Year After Revision: Unspecified roject Work Types Before Revision:	HIGHWAY/ROAD - RES	URFACE (WITH NO LAN	NE WIDENING			
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	HIGHWAY/ROAD - RES	URFACE (WITH NO LAN	NE WIDENING		Federal Cost	Segment
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	HIGHWAY/ROAD - RES	URFACE (WITH NO LAN	NE WIDENING)	Federal Cost	Segment 1777910000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase	NE WIDENING NE WIDENING FFY 11 FFY	Total Cost 1250 Total Cost	1000 Federal Cost	1777910000 Segment
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION	NE WIDENING NE WIDENING FFY 11	Total Cost	1000	1777910000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before revision inancial Data After Revision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase	NE WIDENING NE WIDENING FFY 11 FFY	Total Cost 1250 Total Cost 1250 ision	1000 Federal Cost	1777910000 Segment
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	NE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F	Total Cost 1250 Total Cost 1250 ision	1000 Federal Cost 1250 Change in Federal Funds	1777910000 Segment 1-77791-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways . 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified Unspecified Unspecified	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin)	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	NE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200	Total Cost 1250 Total Cost 1250 ision runds	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200	1777910000 Segment 1-77791-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways .25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision:	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE -	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO	POST-REV Federal F (000) \$200	Total Cost 1250 Total Cost 1250 1250 ision unds	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200	1777910000 Segment 1-77791-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE -	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	POST-REV Federal F (000) \$200	Total Cost 1250 Total Cost 1250 1250 ision unds	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200	1777910000 Segment 1-77791-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE -	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO C RECONST/REHAB NO C	NE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200 HNG IN #, WE HNG IN #, WE	Total Cost 1250 Total Cost 1250 1250 ision unds	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200	1777910000 Segment 1-77791-0000 Percentage Change
ompletion Year After Revision: Unspecified roject Work Types Before Revision: Inancial Data Before evision Inancial Data After Revision Inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: Inancial Data Before evision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION Project Phase	PE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200 HNG IN #, WE HNG IN #, WE FFY 10 FFY	Total Cost 1250 Total Cost 1250 1250 ision runds OTH, OR LANE OTH, OR LANE Total Cost 200 Total Cost	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways . 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION	PE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200 HNG IN #, WE HNG IN #, WE FFY 10	Total Cost 1250 Total Cost 1250 ision unds OTH, OR LANE OTH, OR LANE Total Cost	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000
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ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 9-10-0010 IDOT District 1 Division of Highways .25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision roject: 9-10-0012 IDOT District 1 Division of Highways ALENA BLVD FROM IL 47 ILL 47 (KANE/Sugar Grove)	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	NE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200 HNG IN #, WE HNG IN #, WE FFY 10 FFY 10 Post-Rev Federal F	Total Cost 1250 Total Cost 1250 Total Cost 1250 STH, OR LANE TOTAL COST 200 Total Cost 200 ision	1000 Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost Federal Cost 200 Change in Federal Funds	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: roject Work Types After Revision: Inancial Data Before Revision roject: 2-10-0010 IDOT District 1 Division of Highways 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types After Revision: roject Work Types After Revision: inancial Data Before Revision: inancial Data After Revision: roject: 2-10-0012 IDOT District 1 Division of Highways ALENA BLVD FROM IL 47 ILL 47 (KANE/Sugar Grove) ompletion Year Before Revision: Unspecified Unspecified Unspecified Unspecified Unspecified Unspecified Unspecified	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change TO IL 56 ILL 56 (KANE/ELGINE)	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0	PE WIDENING NE WIDENING NE WIDENING FFY 11 FFY 10 Post-Rev Federal F (000) \$200 HING IN #, WE FFY 10 FFY 10 Post-Rev Federal F (000) \$600	Total Cost 1250 Total Cost 1250 Total Cost 1250 STH, OR LANE OTH, OR LANE Total Cost 200 Total Cost 200 ision funds	Federal Cost Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost Federal Cost 200 Change in Federal Funds (000)	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000
project Work Types After Revision: project: p-10-0010 IDOT District 1 Division of Highways project Work Types After Revision: p-10-0010 IDOT District 1 Division of Highways project: p-10-0010 IDOT District 1 Division of Highways project Work Types Before Revision: project Work Types After Revision: project: p-10-0012 IDOT District 1 Division of Highways project: p-10-0012 IDOT District 1 Division of Highways project Work Types After Revision: Unspecified project Work Types Before Revision: Unspecified project Work Types Before Revision: Unspecified project Work Types After Revision:	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change TO IL 56 ILL 56 (KANE/HIGHWAY/ROAD - RES	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Sugar Grove)	POST-REVIDENTING NE WIDENTING	Total Cost 1250 Total Cost 1250 ision unds OTH, OR LANE OTH, OR LANE Total Cost 200 Total Cost 200 ision unds	Federal Cost Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost Federal Cost 200 Change in Federal Funds (000)	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision inancial Data After Revision p-10-0010 IDOT District 1 Division of Highways 2.5 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: roject Work Types Before Revision: roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change TO IL 56 ILL 56 (KANE/HIGHWAY/ROAD - RES	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO C RECONST/REHAB NO C RECONST/REHAB NO C Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 Sugar Grove)	POST-REVIDENTING NE WIDENTING	Total Cost 1250 Total Cost 1250 ision unds OTH, OR LANE OTH, OR LANE Total Cost 200 Total Cost 200 ision unds	Federal Cost Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost Federal Cost 200 Change in Federal Funds (000)	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000
ompletion Year After Revision: Unspecified roject Work Types Before Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types After Revision: inancial Data Before evision inancial Data After Revision inancial Data After Revision inancial Data After Revision inancial Data After Revision: Unspecified ompletion Year Before Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified ompletion Year After Revision: Unspecified roject Work Types After Revision: inancial Data Before evision: inancial Data Before evision	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change TO IL 56 ILL 56 (KANE/HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source ILL	URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Project Phase CONSTRUCTION Sugar Grove) URFACE (WITH NO LAN URFACE (WITH NO LAN URFACE (WITH NO LAN	POST-REVER TO SECOND STATE OF THE WIDENING SECOND S	Total Cost 1250 Total Cost 1250 Total Cost 1250 STH, OR LANE OTH, OR LANE OTH, OR LANE OTH, OR LANE Total Cost 200 Total Cost 200 Total Cost 600	Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost Federal Cost 200 Change in Federal Funds (000) \$ 600 Federal Cost	1777910000 Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000 Percentage Change
L 25 ILL 25 FROM AT POPLAR CREEK (0.4 MI S OF US completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision Project: Project:	HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES Fund Source NHS Fund Source ARRA2 Action Change 20) (KANE/Elgin) BRIDGE/STRUCTURE - BRIDGE/STRUCTURE - Fund Source ILL Fund Source ARRA2 Action Change TO IL 56 ILL 56 (KANE/ HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES HIGHWAY/ROAD - RES	URFACE (WITH NO LAN URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 RECONST/REHAB NO CO RECONST/REHAB NO CO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$0 Sugar Grove) URFACE (WITH NO LAN URFACE (WITH NO LAN Project Phase	POST-REV FFY 10 Post-Rev Federal F (000) \$200 HNG IN #, WE FFY 10 Post-Rev Federal F (000) \$600 NE WIDENING FFY FFY FFY FFY	Total Cost 1250 Total Cost 1250 Total Cost 1250 STH, OR LANE TOTAL COST 200 Total Cost 200 ision unds Total Cost	Federal Cost 1250 Change in Federal Funds (000) \$ 200 Federal Cost 200 Change in Federal Cost 200 Change in Federal Funds (000) \$ 600	Segment 1-77791-0000 Percentage Change Segment 1783660000 Segment 1-78366-0000 Percentage Change

Pre-Revision Post-Revision Change in

roject:		Acti	Federal Funds (000)	Federal Fun (000)	ds Fed	eral Funds	Percentage Change
9-10-0018 IDOT District 3 Div	vision of Highway	rs Cha		\$0	\$ 0	0)	
. 71 IL 71 FROM IL 126 Schoolhous							
ompletion Year Before Revisio	-	,	,	, , ,			
ompletion Year After Revision:							
roject Work Types Before Revi	ision:	HIGHWAY/ROAD - RI	ESURFACE (WITH NO LAN	IE WIDENING)			
roject Work Types After Revisi			ESURFACE (WITH NO LAN	-			
nancial Data Before							
evision		Fund Source	Project Phase	FFY Total	Cost F	ederal Cost	Segment
		ILL	CONSTRUCTION	10 1080			Construction Now
nancial Data After Revision		Fund Source	Project Phase	FFY Total	Cost F	ederal Cost	Segment
		ILL	CONSTRUCTION	10 1080			Construction Now
	Di	re-Revision	Post-Revision	Chang	e in		
roject:		ederal Funds	Federal Funds		l Funds	Percenta	ge Change
	(0	000)	(000)	(000)			
9-94-0068 CMAP C	Change \$1	1337	\$1337	\$ 0		0%	
KE FAC-KANE CO FPD-FOX RIVER	R TRL FROM GILM	IAN TRAIL (KANE/Auro	ra) TO NEW YORK ST (KA	NE/Aurora)			
mpletion Year Before Revision	n: Unspecified						
mpletion Year After Revision:							
oject Work Types Before Revi	ision:	BICYCLE FACILITY					
		PEDESTRIAN FACIL	ITY				
oject Work Types After Revisi	ion:	BICYCLE FACILITY					
		PEDESTRIAN FACIL	ITY				
nancial Data Before		Fund Source	Project Phase	FFY	Total Cos	st Federal (Cost Segment
vision			-				
		STP-E	CONSTRUCTION	09	531	425	
		STP-E	ENGINEERING-II	09	51	41	
		TCSP	CONSTRUCTION	10	294	271	
		CMAQ	CONSTRUCTION	CMAQ A	750	600	
ancial Data After Revision		Fund Source	Project Phase	FFY	Total Cos	st Federal (Cost Segment
		CMAQ	CONSTRUCTION	CMAQ A	750	600	
		STP-E	CONSTRUCTION	11	531	425	
		STP-E	ENGINEERING-II	11	51	41	
		TCSP	CONSTRUCTION	11	294	271	
			Pre-Revision	Post-Revision	Chanc	ie in	
roject:		Action	Pre-Revision Federal Funds	Post-Revision Federal Funds	Chang Feder		ercentage Change
roject:		Action				al Funds P	ercentage Change
	uncil of Mayors		Federal Funds (000)	Federal Funds	Feder (000)	al Funds P	ercentage Change
9-94-0087 Kane/Kendall Cou		Change	Federal Funds (000) \$5881	Federal Funds (000) \$5881	Feder (000) \$ 0	al Funds P	
-94-0087 Kane/Kendall Cou EW YORK STREET FROM KAUTZ R	RD (DUPAGE) TO	Change	Federal Funds (000) \$5881	Federal Funds (000) \$5881	Feder (000) \$ 0	al Funds P	
-94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R Impletion Year Before Revision	RD (DUPAGE) TO on: Unspecified	Change	Federal Funds (000) \$5881	Federal Funds (000) \$5881	Feder (000) \$ 0	al Funds P	
1-94-0087 Kane/Kendall Cou EW YORK STREET FROM KAUTZ R Completion Year Before Revision Completion Year After Revision:	RD (DUPAGE) TO on: Unspecified Unspecified	Change ASBURY DR (DUPAGE)	Federal Funds (000) \$5881 EAST NEW YORK AVE FRO	Federal Funds (000) \$5881 DM FARNSWORTH	Feder (000) \$ 0	al Funds P	
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-94-0087 Kane/Kendall Cou EW YORK STREET FROM KAUTZ R Impletion Year Before Revision Impletion Year After Revision:	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD	Federal Funds (000) \$5881 EAST NEW YORK AVE FRO	Federal Funds (000) \$5881 DM FARNSWORTH LANE WIDENING) EMENT	Feder (000) \$ 0	al Funds P	
-94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R impletion Year Before Revision: mpletion Year After Revision: oject Work Types Before Revi	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD	Federal Funds (000) \$5881 EAST NEW YORK AVE FRO RESURFACE (WITH NO INTERSECTION IMPROV	Federal Funds (000) \$5881 DM FARNSWORTH . LANE WIDENING) EMENT LANE WIDENING)	Feder (000) \$ 0	al Funds P	
94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year Before Revision pietion Year After Revision: oject Work Types Before Revi piect Work Types After Revision:	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO INTERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV	Federal Funds (000) \$5881 DM FARNSWORTH LANE WIDENING) EMENT LANE WIDENING) EMENT	Feder (000) \$ 0 AVE TO EAST K	al Funds P 0' CANE COUNTY LINE	%
94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year Before Revision pletion Year After Revision; oject Work Types Before Revi poject Work Types After Revision;	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO - TINTERSECTION IMPROV - RESURFACE (WITH NO - INTERSECTION IMPROV Project Phase	Federal Funds (000) \$5881 DM FARNSWORTH (1) LANE WIDENING) EMENT LANE WIDENING) EMENT FFY	Feder (000) \$ 0 AVE TO EAST K	al Funds P 0' CANE COUNTY LINE	%
94-0087 Kane/Kendall Cou 94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year Before Revision: oject Work Types Before Revi oject Work Types After Revision: ancial Data Before	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO INTERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV	Federal Funds (000) \$5881 DM FARNSWORTH LANE WIDENING) EMENT LANE WIDENING) EMENT	Feder (000) \$ 0 AVE TO EAST K	al Funds P 0' CANE COUNTY LINE	%
94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year After Revision pject Work Types Before Revi pject Work Types After Revisian ancial Data Before	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO - TINTERSECTION IMPROV - RESURFACE (WITH NO - INTERSECTION IMPROV Project Phase	Federal Funds (000) \$5881 DM FARNSWORTH (1) LANE WIDENING) EMENT LANE WIDENING) EMENT FFY	Feder (000) \$ 0 AVE TO EAST K	al Funds P 0' CANE COUNTY LINE	%
94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year Before Revision pletion Year After Revision; oject Work Types Before Revi poject Work Types After Revision;	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source STP-L	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO - INTERSECTION IMPROV - RESURFACE (WITH NO - INTERSECTION IMPROV Project Phase CONSTRUCTION	Federal Funds (000) \$5881 DM FARNSWORTH A LANE WIDENING) EMENT LANE WIDENING) EMENT FFY 12	Feder (000) \$ 0 AVE TO EAST K	al Funds P 0' CANE COUNTY LINE Federal Co 2881	% sst Segment
94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year Before Revision: mpletion Year After Revision: oject Work Types Before Revi oject Work Types After Revisi nancial Data Before vision	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source STP-L HPP	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO INTERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV Project Phase CONSTRUCTION ENGINEERING-II	Federal Funds (000) \$5881 DM FARNSWORTH LANE WIDENING) EMENT LANE WIDENING) EMENT FFY 12 09	Feder (000) \$ 0 AVE TO EAST K Total Cost 6500 391	Federal Co	% Segment AWARDED
-94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year After Revision: oject Work Types Before Revi oject Work Types After Revisi nancial Data Before vision	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source STP-L HPP HPP	Federal Funds (000) \$5881 EAST NEW YORK AVE FRI RESURFACE (WITH NO INTERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV Project Phase CONSTRUCTION ENGINEERING-II CONSTRUCTION	Federal Funds (000) \$5881 DM FARNSWORTH . LANE WIDENING) EMENT LANE WIDENING) EMENT FFY 12 09 10	Feder (000) \$ 0 AVE TO EAST K Total Cost 6500 391 3750	Federal Co 2881 313 2687	% Segment AWARDED
-94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R Impletion Year After Revision: oject Work Types Before Revi oject Work Types After Revisi nancial Data Before	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source STP-L HPP HPP Fund Source	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM RESURFACE (WITH NO INTERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV Project Phase CONSTRUCTION ENGINEERING-II CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	Federal Funds (000) \$5881 DM FARNSWORTH . LANE WIDENING) EMENT FFY 12 09 10 FFY	Feder (000) \$ 0 AVE TO EAST K Total Cost 6500 391 3750 Total Cost	Federal Co 2881 313 2687 Federal Co	% Segment AWARDED
-94-0087 Kane/Kendall Cou W YORK STREET FROM KAUTZ R mpletion Year After Revision: oject Work Types Before Revi oject Work Types After Revisi nancial Data Before vision	RD (DUPAGE) TO on: Unspecified :: Unspecified ision:	Change ASBURY DR (DUPAGE) HIGHWAY/ROAD HIGHWAY/ROAD HIGHWAY/ROAD Fund Source STP-L HPP Fund Source HPP STP-L	Federal Funds (000) \$5881 EAST NEW YORK AVE FROM THERSECTION IMPROV RESURFACE (WITH NO INTERSECTION IMPROV Project Phase CONSTRUCTION ENGINEERING-II CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	FEDERAL FUNDS (000) \$5881 DM FARNSWORTH FEDERAL FUNDS (1000) EMENT LANE WIDENING) EMENT 12 09 10 FFY 11 13	Feder (000) \$ 0 AVE TO EAST K Total Cost 6500 391 3750 Total Cost 3750 6500	Federal Co 2881 313 2687 Federal Co 2881	sst Segment AWARDED sst Segment
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	STP-L		NGINEERING-II		10	310		155			
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	STP-L		NGINEERING-II		10	310		155			
Project:		Action	Pre-Revision Federal Funds		Post-Re Federal		Chang Feder	je in al Funds		Percentage Chan	ge
10 04 0006 IDOT District 1 District 2	wave	Chan	(000)		(000)		(000)			100%	
LO-04-0006 IDOT District 1 Division of High IL 83 ILL 83 FROM IL 60 83 (LAKE) US 45 (LAKE)	•	Change	\$240		\$0		\$ -240			-100%	
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Revision	NHS		CONSTRUCTION		10	300		240		1-77144-00	000
Financial Data After Revision	Fund Source		Project Phase		FFY	Total Co	st	Federal	Cost	Segment	00
	ILL		CONSTRUCTION		10	300				1-77144-00	00
			Pre-Revision		Post-Re	vision	Chang	je in			
Project:		Action	Federal Funds		Federal (000)			al Funds		Percentage Chan	ge
10-06-0024 IDOT District 1 Division of High	wavs	Change	\$1460		\$1460		\$ 0			0%	
5	•	citarige	Ψ1.00		φ1.00		Ψ.0			0.70	
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Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-06-0036 IDOT District 1 Division of Highward From Project: Unspecific Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed HIGHWAY/ROA HIGHWAY/ROA Fund Source ILL Fund Source ARRA2	ESURFA Proje CONS' Proje CONS' Action Change RFIELD D - RESI D - RESI	CCE (WITH NO LAN ct Phase IRUCTION ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFACE (FFY 09 FFY 09 LANE	Total Construction of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segn 1-770 Cost	29-0005 sent 29-0005/AWARDED Percentage Chans Segment 177222030 Segment 1-77222-03 Percentage Char	0
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Completion Year Before Revision: Unspecifie Ompletion Year After Revision: Unspecifie Oroject Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Unspecifie Revision Financial Data Before Revision: Unspecifie Revision Project: Unspecifie Un	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed HIGHWAY/ROA Fund Source ILL Fund Source ARRA2	ESURFA Proje CONS' Proje CONS' Action Change RFIELD D - RESI D - RESI	CCE (WITH NO LAN ct Phase IRUCTION ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFA	FFY 09 FFY 09 LANE	Total Construction of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segn 1-770 Cost	29-0005 sent 29-0005/AWARDED Percentage Chans Segment 177222030 Segment 1-77222-03 Percentage Char	0
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Unspecifie Oroject Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Unspecifie Oroject: Unspecifie Oroject: Unspecifie Oroject: Unspecifie Unspecifie Oroject Work Types Before Revision: Unspecifie Oroject Work Types Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Unspecifie Oroject: O	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed HIGHWAY/ROA Fund Source ILL Fund Source ARRA2 amming PARK AVE (LAKE) ed	Proje CONS' Proje CONS' Proje CONS' Action Change RFIELD D - RESI Actic Chan	CCE (WITH NO LAN ct Phase IRUCTION ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFA	FFY 09 FFY 09 LANE	Total Construction of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segn 1-770 Cost	29-0005 sent 29-0005/AWARDED Percentage Chans Segment 177222030 Segment 1-77222-03 Percentage Char	0
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Unspecifie Oroject Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Unspecifie Oroject: Unspecifie Oroject: Unspecifie Oroject: Unspecifie Unspecifie Oroject Work Types Before Revision: Unspecifie Oroject Work Types Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Unspecifie Oroject: O	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Fund Source HRA HIGHWAY/ROAD HIGHWAY/ROAD FUND FUND FUND FUND FUND FUND FUND FUN	Proje CONS' Proje CONS' Proje CONS' Action Change RFIELD D - RESI Actic Chan	CCE (WITH NO LAN ct Phase IRUCTION ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFA	FFY 09 FFY 09 LANE	Total Construction of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segn 1-770 Cost	29-0005 sent 29-0005/AWARDED Percentage Chans Segment 177222030 Segment 1-77222-03 Percentage Char	0
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-06-0036	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE! ed ed HIGHWAY/ROA FUND SOURCE ILL FUND SOURCE ARRA2 amming PARK AVE (LAKE) ed ed PEDESTRIAN FACILITY PEDES	ESURFA Proje CONS' Proje CONS' Proje CONS' Action Change RFIELD D - RESS' Actic Chan	CCE (WITH NO LAN ct Phase IRUCTION ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFA	FFY 09 FFY 09 LANE	Total Construction of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segn 1-770 Cost	29-0005 sent 29-0005/AWARDED Percentage Chans Segment 177222030 Segment 1-77222-03 Percentage Char	0
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Financial Data Before Revision: Unspecifie Project: Uno-06-0036 IDOT District 1 Division of Highward Michael Project Work Types Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types Before Revision: Unspecifie Revision Financial Data After Revision: Unspecifie Office of Planning & Programmer Project: Unspecifie Unspecifie Project Work Types Before Revision: Unspecifie Unspecifie Project Work Types Before Revision: Unspecifie Project Work Types After Revision: Financial Data Before	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed HIGHWAY/ROA FUND FUND FUND FUND FUND FUND FUND FUND	ESURFA Proje CONS' Proje CONS Action Change RFIELD D - RESI Actic Chan	CCE (WITH NO LAN ct Phase ITRUCTION ct Phase ITRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) ge \$1147	FFY 09 FFY 09 LANE	Total Control of the	vision Funds Total Co 735 Total Co 735 Acevision al Funds	Change Feder (000) \$ 735	Federal (0 Federal (735 mge in raral Funds (9))	1-770 Segnr 1-770 Cost Cost	29-0005 sent 29-0005/AWARDED Percentage Chans 177222030 Segment 1-77222-03 Percentage Chars 95.12%	0
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-06-0036	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed HIGHWAY/ROA FUND FUND FUND FUND FUND FUND FUND FUND	ESURFA Proje CONS' Proje CONS' Action Change RFIELD D - RESS Actic Chan	CC (WITH NO LAN ct Phase IRUCTION Ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFACE (W	FFY O9 FFY O9 LANE	Total Control of the	vision Funds	Change Feder (000) \$ 735	Federal 0 Federal 735 nge in reral Funds	1-770 Segnr 1-770 Cost Cost	29-0005 sent 29-0005/AWARDED Percentage Chans 177222030 Segment 1-77222-03 Percentage Chars 95.12%	0 800 nge
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-06-0036	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed ed HIGHWAY/ROA Fund Source ILL Fund Source ARRA2 amming PARK AVE (LAKE) ed ed PEDESTRIAN FACILI BICYCLE FACILITY PEDESTRIAN FACILI BICYCLE FACILITY Fund Source STP-E	ESURFA Proje CONS' Proje CONS' Action Change RFIELD D - RESI Actic Chan ITTY Proje ENGII	CCE (WITH NO LAN ct Phase ITRUCTION ct Phase ITRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NC URFACE	FFY 09 FFY 09 LANE	Total Control of the	vision Funds Total Co 735 Total Co 735 Acevision al Funds	Change Feder (000) \$ 735	Federal (0 Federal (735 mge in raral Funds (9))	1-770 Segm 1-770 Cost Cost	29-0005 sent 29-0005/AWARDED Percentage Chans 177222030 Segment 1-77222-03 Percentage Chars 95.12%	0 800 nge
Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 10-06-0036 IDOT District 1 Division of High IL 137 ANTIOCH RD/BUCKLEY RD FROM US 45 (IC Completion Year Before Revision: Unspecifie Completion Year After Revision: Unspecifie Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision	ed ed HIGHWAY/ROAD - R HIGHWAY/ROAD - R Fund Source HRA Fund Source HRA Ways LAKE) TO E OF BUTTE ed ed HIGHWAY/ROA FUND FUND FUND FUND FUND FUND FUND FUND	Proje CONS' Proje CONS' Proje CONS' Action Change RFIELD D - RESI D - RESI ITY ITY Proje ENGII IMPLI	CC (WITH NO LAN ct Phase IRUCTION Ct Phase IRUCTION Pre-Revision Federal Funds (000) \$0 (LAKE) URFACE (WITH NO URFACE (W	FFY O9 FFY O9 FFY O9 LANE FF OS	Total Co. 1460 Total Co. 1460 Post-Re Federal (000) \$735 WIDENING WIDENING FFY 10 Post-Federal (000) \$2238	vision Funds Total Co 735 Total Co 735 Acevision al Funds	Change Feder (000) \$ 735	Federal (0 Federal (735 mge in raral Funds (9))	1-770 Segm 1-770 Cost Cost	29-0005 sent 29-0005/AWARDED Percentage Chans 177222030 Segment 1-77222-03 Percentage Chars 95.12%	0 800 nge

Financial Data After Revision	Fund Source	_	ct Phase	FF		al Cost	Federal Cost	Segme	nt
	STP-E		MENTATION	10	394		315	102022	
	STP-E		NEERING-II	09	65		52		RDED 102022
	CMAQ CMAQ		NEERING-II TRUCTION	09 10	105 223	1	84 1787	Awarded	1
	CI·IAQ	CONS	INSCITON	10	223		1/0/		
Project:		Action	Pre-Revision Federal Funds (000)	1	Post-Re Federal (000)		Change in Federal Funds (000)	Perce	ntage Change
L0-09-0029 IDOT District 1 Division of Hig Various Routes in Lake County AT	ghways	Change	\$1500		\$1500		\$ 0	0%	
Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci									
Project Work Types Before Revision:	•		RMITTENT RESURF						
Project Work Types After Revision:	HIGHWAY/RC	DAD - INTE	RMITTENT RESURF	ACING					
Financial Data Before Revision	Fund Source	•	Project Phase		FFY	Total Cos	t Federal	Cost	Segment
	HRA		CONSTRUCTION		09	1500	1500		1779530050
Financial Data After Revision	Fund Source	2	Project Phase		FFY	Total Cos	t Federal	Cost	Segment
	HRA		CONSTRUCTION		09	1500	1500		1779530050
	ILL		CONSTRUCTION		10	2000			1-77953-2150
Project:		Action	Pre-Revision Federal Funds		Post-Re Federal		Change in Federal Funds	Perce	ntage Change
_			(000)		(000)		(000)		=
10-09-0110 IDOT District 1 Division of Hig		Change	\$1540		\$1540	co.(oo. *** :=	\$ 0	0%	dele
IL 176 IL 60 LIBERTY ST FROM 1)ILL 176; 0.1		RD TO ILI	L 60/83 (LAKE/Mund	delein) T	10 2)ILL (50/83; ILL 17	6 TO MIDLOTHIAN	RD (LAKE/M	undele
Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Universität Unspect U									
Project Work Types Before Revision:		RESURFAC	CE (WITH NO LANE	WIDEN	NING)				
Project Work Types After Revision:	•		CE (WITH NO LANE		,				
inancial Data Before	Fund Source	Proiec	ct Phase	FFY	Total Co	ost Fed	deral Cost	Segment	
Revision		-						_	0
Financial Data After Revision	HRA Fund Source			09 FFY	1540 Total Co	154	10 deral Cost	1-77755-000	U
manciai Data Altei Revision	HRA	-			1540	154 154		Segment 1-77755-000	0/AWARDED
		CO1431			20 10	1.37		55 000	-,
Project:		Action	Pre-Revision Federal Funds	1	Post-Re		Change in Federal Funds	Perce	ntage Change
.0-09-0112 IDOT District 1 Division of Hig L 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L	Libertyville) TO IL 21 IL	Change	Federal Funds (000) \$1335	1				Perce	ntage Change
1.0-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Project Work Types Before Revision:	Libertyville) TO IL 21 IL ified ified HIGHWAY/ROAD -	Change L 21 (LAK RESURFAC	Federal Funds (000) \$1335	: S WIDEN	Federal (000) \$1335		Federal Funds (000)		ntage Change
10-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	Libertyville) TO IL 21 IL ified ified HIGHWAY/ROAD - HIGHWAY/ROAD -	Change L 21 (LAK RESURFAC RESURFAC	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE	E WIDEN	Federal (000) \$1335 NING) VING)	Funds	Federal Funds (000) \$ 0	0%	ntage Change
10-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision:	Libertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source	Change L 21 (LAK RESURFAC RESURFAC	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE ct Phase	E WIDEN FFY	Federal (000) \$1335 NING) NING) Total Co	Funds ost Fed	Federal Funds (000) \$ 0	0% Segment	
0-09-0112 IDOT District 1 Division of Hig L 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Libertyville) TO IL 21 II. ified ffied HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA	Change L 21 (LAK RESURFAC Project CONST	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE ct Phase	E WIDEN FFY 09	Federal (000) \$1335 NING) NING) Total Co	Funds ost Fee	Federal Funds (000) \$ 0	0% Segment 1-76989-000	
10-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	Libertyville) TO IL 21 IL ified ffied HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source	Change L 21 (LAK RESURFAC Project CONST Project	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE Ct Phase TRUCTION ct Phase	E WIDEN E WIDEN FFY 09 FFY	Federal (000) \$1335 NING) NING) Total Co	Funds ost Fec 133 ost Fec	Federal Funds (000) \$ 0 deral Cost	0% Segment 1-76989-000 Segment	0
IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/I Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Libertyville) TO IL 21 II. ified ffied HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA	Change L 21 (LAK RESURFAC Project CONST Project	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE Ct Phase TRUCTION ct Phase	E WIDEN E WIDEN FFY 09 FFY	Federal (000) \$1335 NING) NING) Total Co	Funds ost Fee	Federal Funds (000) \$ 0 deral Cost	0% Segment 1-76989-000	0
IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/I Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Libertyville) TO IL 21 IL ified ffied HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source	Change L 21 (LAK RESURFAC Project CONST Project	Federal Funds (000) \$1335 \$(Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE (WITH NO LANE CE THASE CRUCTION CT Phase FRUCTION Pre-Revision Federal Funds	E WIDEN E WIDEN FFY 09 FFY 09	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335	pst Fee 133 pst Fee 133 vision	Federal Funds (000) \$ 0 deral Cost 35 deral Cost 35 Change in Federal Funds	0% Segment 1-76989-000 Segment 1-76989-000	0
10-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/I Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Libertyville) TO IL 21 II ified ffied HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA	Change LL 21 (LAK RESURFAG RESURFAG Projec CONST	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE TPhase CETPHASE CETPHAS	E WIDEN E WIDEN FFY 09 FFY 09	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335	pst Fee 133 pst Fee 133 vision	Federal Funds (000) \$ 0 \$ deral Cost 35 deral Cost 55 Change in	0% Segment 1-76989-000 Segment 1-76989-000	0 0/AWARDED
10-09-0112 IDOT District 1 Division of Hig 10-09-0112 IDOT District 1 Division of Hig 11-176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project:	Libertyville) TO IL 21 IL ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA	Change L 21 (LAK RESURFAC RESURFAC Projec CONST Projec CONST Action Change	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE THASE CE (WITH NO LANE CE (WIT	E WIDEN E WIDEN FFY 09 FFY 09	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335 Post-Re' Federal (000)	pst Fee 133 pst Fee 133 vision	Federal Funds (000) \$ 0 deral Cost 35 deral Cost 55 Change in Federal Funds (000)	0% Segment 1-76989-000 Segment 1-76989-000 Perce	0 0/AWARDED
10-09-0112 IDOT District 1 Division of Hig LL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-09-0130 IDOT District 1 Division of Hig LL 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year Before Revision: Unspect	Libertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified	Change L 21 (LAK RESURFAC RESURFAC Projec CONST Projec CONST Action Change SHEELER	Federal Funds (000) \$1335 \$E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE THASE CE (WITH NO LANE CE THASE CE (WITH NO LANE CE THASE CE (WITH NO LANE CE (WITH NO LAN	E WIDEN FFY 09 FFY 09	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335 Post-Rei Federal (000) \$1350	ost Fec 133 ost Fec 133 vision Funds	Federal Funds (000) \$ 0 deral Cost 35 deral Cost 55 Change in Federal Funds (000)	0% Segment 1-76989-000 Segment 1-76989-000 Perce	0 0/AWARDED
10-09-0112 IDOT District 1 Division of Hig L 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: 10-09-0130 IDOT District 1 Division of Hig IL 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year Before Revision: Unspeci Project Work Types Before Revision: Unspeci	Libertyville) TO IL 21 II ified fified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified fified HIGHWAY/ROAD HIGHWAY/ROAD	Change L 21 (LAK RESURFAC RESURFAC Projec CONST Projec CONST Action Change SHEELER	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE THASE CE (WITH NO LANE CE (WIT	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335 Post-Rei Federal (000) \$1350	ost Fed 133 ost Fed 133 vision Funds	Federal Funds (000) \$ 0 deral Cost 35 deral Cost 55 Change in Federal Funds (000)	0% Segment 1-76989-000 Segment 1-76989-000 Perce	0 0/AWARDED
10-09-0112 IDOT District 1 Division of Hig. 11. 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Project Work Types Before Revision: Unspeci Project Work Types After Revision: Project Work Types After Revision: Project: 10-09-0130 IDOT District 1 Division of Hig. 11. 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year Before Revision: Unspeci Completion Year Before Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	Libertyville) TO IL 21 II ified fified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified fified HIGHWAY/ROAD HIGHWAY/ROAD	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU	Federal Funds (000) \$1335 \$(MUTH NO LANE CE (WITH NO LANE CE (WI	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335 Post-Rei Federal (000) \$1350	ost Fed 133 ost Fed 133 vision Funds	Federal Funds (000) \$ 0 deral Cost 35 deral Cost 35 Change in Federal Funds (000) \$ 270	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25%	0 0/AWARDED
10-09-0112 IDOT District 1 Division of Hig IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/I Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-09-0130 IDOT District 1 Division of Hig IL 131 GREEN BAY RD FROM S OF SUNSET RD	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO HIGHWAY/RO Fund Source	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE (WITH NO LANE CE TPHASE FRUCTION PRE-REVISION FEDERAL FUNDS (000) \$1080 AVE (LAKE/Waukeg URFACE (WITH NO Project Phase	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 NING) Total Co 1335 Total Co 1335 Post-Refederal (000) \$1350 VIDENING VIDENING FFY	post Fed 133 post Fed 133 vision Funds Total Cos	rederal Funds (000) \$ 0 deral Cost 35 deral Cost 35 Change in Federal Funds (000) \$ 270	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25%	0 0/AWARDED ntage Change Segment
10-09-0112 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Project Work Types Before Revision: Unspect Project Work Types After Revision: Project: 10-09-0130 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Ty	Libertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU AD - RESU	Federal Funds (000) \$1335 E/Mundelein) CCE (WITH NO LANE CCE (WITH NO CCE (WITH	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Refederal (000) \$1350 VIDENING VIDENING VIDENING	pst Fee 133 pst Fee 133 vision Funds	Federal Funds (000) \$ 0 deral Cost Sideral Cost Change in Federal Funds (000) \$ 270 t Federal 1080	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25%	0 0/AWARDED ntage Change
10-09-0112 IDOT District 1 Division of Hig. 11. 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Project Work Types Before Revision: Unspeci Project Work Types After Revision: Project Work Types After Revision: Project: 10-09-0130 IDOT District 1 Division of Hig. 11. 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year Before Revision: Unspeci Completion Year Before Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO HIGHWAY/RO Fund Source STP-U	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU AD - RESU	Federal Funds (000) \$1335 \$E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE (WITH NO LANE CE TPHASE CRUCTION Pre-Revision Federal Funds (000) \$1080 AVE (LAKE/Waukeg) URFACE (WITH NO LANE CONSTRUCTION	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 NING) NING) Total Co 1335 Total Co 1335 Post-Rei Federal (000) \$1350 VIDENING VIDENING FFY 12	pst Fee 133 pst Fee 133 vision Funds Total Cost 1350	Federal Funds (000) \$ 0 deral Cost State Cost Change in Federal Funds (000) \$ 270 t Federal 1080	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25%	0 0/AWARDED ntage Change Segment 1780260000
10-09-0112 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Project Work Types Before Revision: Unspect Project Work Types After Revision: Project: 10-09-0130 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Ty	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO Fund Source STP-U Fund Source	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU AD - RESU	Federal Funds (000) \$1335 E/Mundelein) CCE (WITH NO LANE COUNTY (LAKE/Waukeg) Pre-Revision Federal Funds (000) \$1080 AVE (LAKE/Waukeg) JRFACE (WITH NO JRFACE (WITH NO JRFACE (WITH NO Project Phase CONSTRUCTION Project Phase	E WIDEN FFY 09 FFY 09 LANE W	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Re' Federal (000) \$1350 VIDENING VIDENING FFY 12 FFY	post Fee 133 post	rederal Funds (000) \$ 0 deral Cost 35 Change in Federal Funds (000) \$ 270 t Federal 1080 t Federal	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25%	0 0/AWARDED ntage Change Segment 1780260000 Segment
10-09-0112 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Project Work Types Before Revision: Unspect Project Work Types After Revision: Project: 10-09-0130 IDOT District 1 Division of High Land Completion Year Before Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Unspect Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Ty	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO Fund Source STP-U Fund Source	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU AD - RESU	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION Project Phase CONSTRUCTION	FFY 09 FFY 09 LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Re' Federal (000) \$1350 VIDENING FFY 12 FFY 10 Post-Re' Federal	post Fee 133 post Fee 133 post Fee 133 post Fee 133 post Fee 1335 post F	rederal Funds (000) \$ 0 deral Cost 55 deral Cost 55 Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost	0 0/AWARDED ntage Change Segment 1780260000 Segment
10-09-0112 IDOT District 1 Division of High Land IL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Financial Data Before Revision Project: 10-09-0130 IDOT District 1 Division of High Land IDOT Project Revision: Unspeci Completion Year Before Revision: Unspeci Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project: Project Project: Project P	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified ified HIGHWAY/RO FUND SOURCE STP-U Fund Source ARRA2	Change L 21 (LAK RESURFAC RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU DAD - RESU DAD - RESU	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH NO LANE CE (WITH NO LANE CE THASE COUNTY OF THE COUNTY CE THASE COUNTY C	E WIDEN FFY 09 FFY 09 LANE W LANE W	Federal (000) \$1335 NING) VING) Total Co 1335 Total Co 1335 Post-Re' Federal (000) \$1350 VIDENING VIDENING FFY 12 FFY 10 Post-Re' FFY	post Fee 133 post Fee 133 post Fee 133 post Fee 133 post Fee 1335 post F	Federal Funds (000) \$ 0 deral Cost State Cost Change in Federal Funds (000) \$ 270 t Federal 1080 t Federal 1350 Change in	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost	O/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Land Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Unsp	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU ACTION ACTION Change CONST Change CONST Change CONST Change CONST Change CONST Change	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION CONSTRUC	E WIDEN FFY 09 FFY 09 LANE W LANE W	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Re' Federal (000) \$1350 VIDENING VIDENING FFY 10 Post-Re' Federal (000) \$4230	post Fed 133 post Fed 133 post Fed 133 post Fed 133 post Fed 1350 post Funds post Fed Cost 1350 post 1350	rederal Funds (000) \$ 0 deral Cost Stateral Cost Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal 1350 Change in Federal Funds (000) \$ 846	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost	0 0/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of Hig L 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Project: 10-09-0130 IDOT District 1 Division of Hig L 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year After Revision: Unspeci Completion Year After Revision: Unspeci Oroject Work Types Before Revision: Project Work Types After Revision Financial Data After Revision Project: 10-09-0132 IDOT District 1 Division of Hig L 183 ILL 83 FROM 1)ILL 132 (GRAND AVE) TO	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU ACTION ACTION Change CONST Change CONST Change CONST Change CONST Change CONST Change	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION CONSTRUC	E WIDEN FFY 09 FFY 09 LANE W LANE W	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Re' Federal (000) \$1350 VIDENING VIDENING FFY 10 Post-Re' Federal (000) \$4230	post Fed 133 post Fed 133 post Fed 133 post Fed 133 post Fed 1350 post Funds post Fed Cost 1350 post 1350	rederal Funds (000) \$ 0 deral Cost Stateral Cost Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal 1350 Change in Federal Funds (000) \$ 846	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost	0 0/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Land ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types After Revision: Unspeci Oroject Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Project: 10-09-0130 IDOT District 1 Division of High Land ILL 131 GREEN BAY RD FROM S OF SUNSET RD Completion Year Before Revision: Unspeci Oroject Work Types After Revision: Project Work Types After Revision: Unspeci Oroject: 10-09-0132 IDOT District 1 Division of High Land ILL 132 (GRAND AVE) TO Completion Year Before Revision: Unspeci Completion Year After Revision: Unspeci Completion Year After Revision: Unspeci	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change LL 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU Action Change CONST Cons	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION Project Phase CONSTRUCTION Project Ph	FFY 09 FFY 09 LANE W. LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Refederal (000) \$1350 VIDENING FFY 12 FFY 10 Post-Refederal (000) \$4230 \$1211 \$1211 \$122 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1350 \$1335 \$1355 \$1335 \$1355 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1355 \$1335 \$1355 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1335 \$1355 \$1	post Fee 133 post Fee 133 vision Funds Total Cos: 1350 Total Cos: 1350 vision Funds	rederal Funds (000) \$ 0 deral Cost Stateral Cost Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal 1350 Change in Federal Funds (000) \$ 846	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost	0 0/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Land IL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Un	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Fund Source HRA Fund Source HRA Sphways (LAKE/Waukegan) TO ified ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER CHANGE SHEELER ACTION CHANGE SHEELER CHANGE SHEEL	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION Project Phase CONSTRUCTION RFACE (WITH NO	E WIDEN FFY 09 FFY 09 LANE W. LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Cc 1335 Total Cc 1335 Post-Re'Federal (000) \$1350 VIDENING FFY 10 Post-Re'Federal (000) \$4230 CONTROL CC CONTRO	post Fee 133 post 1350	rederal Funds (000) \$ 0 deral Cost Stateral Cost Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal 1350 Change in Federal Funds (000) \$ 846	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost	O/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Land IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Un	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Fund Source HRA Fund Source HRA Sphways (LAKE/Waukegan) TO ified ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER CHANGE SHEELER ACTION CHANGE SHEELER CHANGE SHEEL	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION Project Phase CONSTRUCTION Project Ph	E WIDEN FFY 09 FFY 09 LANE W. LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Cc 1335 Total Cc 1335 Post-Re'Federal (000) \$1350 VIDENING FFY 10 Post-Re'Federal (000) \$4230 CONTROL CC CONTRO	post Fee 133 post 1350	rederal Funds (000) \$ 0 deral Cost Stateral Cost Change in Federal Funds (000) \$ 270 t Federal 1350 Change in Federal 1350 Change in Federal Funds (000) \$ 846	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost	O/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Land IL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Un	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Fund Source HRA Fund Source HRA Sphways (LAKE/Waukegan) TO ified ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2	Change LL 21 (LAK RESURFAC RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU ACTION Change SHEELER DAD - RESU ACTION Change ACTION Change ACTION Change ACTION ACTION Change ACTION	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CONSTRUCTION Project Phase CONSTRUCTION RFACE (WITH NO	E WIDEN FFY 09 FFY 09 LANE W. LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Cc 1335 Total Cc 1335 Post-Re'Federal (000) \$1350 VIDENING FFY 10 Post-Re'Federal (000) \$4230 CONTROL CC CONTRO	post Fee 133 post 1350	rederal Funds (000) \$ 0 deral Cost 55 deral Cost 55 Change in Federal Funds (000) \$ 270 t Federal 1080 t Federal 1350 Change in Federal Funds (000) \$ 846 LAKE/Grayslake)	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost Perce 25%	O/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000
10-09-0112 IDOT District 1 Division of High Lard ILL 176 FROM MIDLOTHIAN RD (LAKE/L Completion Year Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision Project: 10-09-0130 IDOT District 1 Division of High Lard Green Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types Before Revision: Unspeci Oroject Work Types After Revision: Oroject Work T	ibertyville) TO IL 21 II ified ified HIGHWAY/ROAD - HIGHWAY/ROAD - Fund Source HRA Fund Source HRA Ghways (LAKE/Waukegan) TO ified HIGHWAY/RO Fund Source STP-U Fund Source ARRA2 ghways ROLLINS RD (LAKE/La ified HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO HIGHWAY/RO	Change L 21 (LAK RESURFAC Projec CONST Projec CONST Action Change SHEELER DAD - RESU Action Change SHEELER ACTION ACTION Change SHEELER ACTION	Federal Funds (000) \$1335 E/Mundelein) CE (WITH NO LANE CE (WITH MAR CE	E WIDEN FFY 09 FFY 09 LANE W. LANE W. LANE W.	Federal (000) \$1335 VING) VING) Total Co 1335 Total Co 1335 Post-Refederal (000) \$1350 VIDENING FFY 12 FFY 10 Post-Refederal (000) \$4230 ©ILL 137	post Fee 133 post Fee 133 post Fee 133 vision Funds Total Cos: 1350 vision Funds TO ILL 176 (I	rederal Funds (000) \$ 0 deral Cost 55 deral Cost 55 Change in Federal Funds (000) \$ 270 t Federal 1080 t Federal 1350 Change in Federal Funds (000) \$ 846 LAKE/Grayslake)	0% Segment 1-76989-000 Segment 1-76989-000 Perce 25% Cost Cost Perce 25%	O/AWARDED ntage Change Segment 1780260000 Segment 1-78026-0000 ntage Change

Project:	7111012	Action	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change in Federal Funds (000)	Percentage Change
	7111012						
inancial Data After Revision	Fund Sour ARRA2	ce	Project Phase CONSTRUCTION	FFY 10	Total Cost 130	Federal Cost 130	Segment 1-78340-0000
	ILL		CONSTRUCTION	10	130		1783400000
nancial Data Before	Fund Sour	ce	Project Phase	FFY	Total Cost	Federal Cost	Segment
oject Work Types After Revision:			RECONST/REHAB NO C				
ompletion Year After Revision: Unsproject Work Types Before Revision:		RUCTURE -	RECONST/REHAB NO C	HNG IN #, W	DTH, OR LANE	<u> </u>	
ompletion Year Before Revision: Unsp	pecified						
59 ILL 59 FROM AT SQUAW CREEK (1.0 I		_		Ψ130		+ 130	
0-10-0008 IDOT District 1 Division of	Highways	Change	(000) \$0	(000) \$130		(000) \$ 130	
roject:		Action	Pre-Revision Federal Funds	Post-Re Federal		Change in Federal Funds	Percentage Change
	CMAQ		CONSTRUCTION	CMAQ	A /94	661	2013
	CMAQ		ENGINEERING-II	CMAQ		40	2013
	CMAQ		ENGINEERING-I	CMAQ		59	-
nancial Data After Revision	Fund Sour	ce	Project Phase	FFY		l Cost Federa	I Cost Segment
	CMAQ CMAQ		CONSTRUCTION ENGINEERING-I	CMAQ CMAQ		661 59	2013
	CMAQ		ENGINEERING-II	CMAQ		40	
inancial Data Before evision	Fund Sour	ce	Project Phase	FFY	Tota	l Cost Federa	I Cost Segment
-	PEDESTRIAI						
roject Work Types After Revision:	PEDESTRIAI BICYCLE FA	N FACILITY					
ompletion Year After Revision: Unsproject Work Types Before Revision:		CILITY					
asnington St Bike Path A1 Displetion Year Before Revision: Unsp	pecified						
-10-0002 CMAP Change ashington St Bike Path AT	\$760		\$760	\$ 0)	0%	
oject: Action	Federal Funds (000)		Federal Funds (000)	Fe (0	deral Funds 00)		age Change
	Pre-Revision		Post-Revision	Ch	ange in		
nancial Data After Revision	Fund Sour ILL	ce	Project Phase CONSTRUCTION	FFY 10	Total Cost 2305	Federal Cost	Segment 1-75113-0000
nameial Data After Best-1	NHS	••	CONSTRUCTION	10 EEV	2545	2036	1751130000
evision	Fund Sour	ce	Project Phase	FFY	Total Cost	Federal Cost	Segment
oject Work Types After Revision: nancial Data Before			SURFACE (WITH NO LAI		•		
roject Work Types Before Revision:			SURFACE (WITH NO LAI				
ompletion Year Before Revision: Unsp ompletion Year After Revision: Unsp							
5 12 IL 59 US 12/ILL 59 FROM EAST ST (N	CHENRY COUNTY LINE	_			/Fox Lake)		
0-09-0137 IDOT District 1 Division of	Highways	Change	\$2036	\$ 0		\$ -2036	-100%
roject:		Action	Federal Funds (000)	Federal (000)		Federal Funds (000)	Percentage Change
			Pre-Revision	Post-Re	vision	Change in	
	ARRA2		CONSTRUCTION	10	625	625	1-78018-0000
	ARRA2		CONSTRUCTION	10	915	915	1-78016-0000
inancial Data After Revision	Fund Sour ARRA2	ce	Project Phase CONSTRUCTION	FFY 10	Total Cost 800	Federal Cost 800	Segment 1-78017-0000
inemais Data Africa Book	ILL Fund Saun		CONSTRUCTION	10	800 Tatal Cost	para te s	1780170000
	ILL		CONSTRUCTION	10	625		1780180000
Revision	ILL		CONSTRUCTION	10	915		1780160000
inancial Data Before	Fund Sour		Project Phase	FFY	Total Cost	Federal Cost	Segment
Project Work Types Before Revision: Project Work Types After Revision:			SURFACE (WITH NO LAI SURFACE (WITH NO LAI		,		
Completion Year After Revision: Unsp	pecified	2045 255	NIDEACE / WITTING	NE MESERIE	-1		
. 59 ILL 59 FROM 1)HIGHWOODS DR TO C ompletion Year Before Revision: Unsp	•	/C TO MAPI	LE AVE (LAKE) TU 3)MA	rle AVE TO U	12 (LAKE)		
0-09-0136 IDOT District 1 Division of		Change	\$0	\$2340	IC 12 /LAKE	\$ 2340	
roject:		Action	Federal Funds (000)	Federal (000)	Funds	Federal Funds (000)	Percentage Change
			Pre-Revision	Post-Re		Change in	
	ARRAZ		CONSTRUCTION	10	1000	1600	1-70056-00000
	ARRA2 ARRA2		CONSTRUCTION CONSTRUCTION	10 10	1600 1600	1600 1600	1-70057-0000
	ARRA2		CONSTRUCTION	10	1030	1030	1-70055-0000
							-
Financial Data After Revision	Fund Source	ce	Project Phase	FFY	Total Cost	Federal Cost	Segment

IL 60 KENNEDY RD FROM AT MIDDLE FORK N BR CHICAGO RIVER (0.4 MI W OF ILL 43) (LAKE/Lake Forest)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Project Phase Fund Source FFY **Total Cost** Federal Cost Segment ILL CONSTRUCTION 10 150 1783670000 **Financial Data After Revision Fund Source Project Phase** FFY **Federal Cost Total Cost** Segment ΔRRΔ2 CONSTRUCTION 10 150 150 1-78367-0000

Pre-Revision Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000) 10-10-0011 IDOT District 1 Division of Highways Change \$350 \$ 350 \$0

IL 131 GREENBAY RD FROM AT EJ&E RR (1.1 MI S OF ILL 137) (LAKE/North Chicago)

Completion Year Before Revision: Unspecified **Completion Year After Revision:** Unspecified

 Project Work Types Before Revision:
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

 Project Work Types After Revision:
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Fund Source **Project Phase** FFY **Total Cost** Federal Cost Segment Revision CONSTRUCTION 350 1783500000 TII 10 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ARRA2 CONSTRUCTION 1-78350-0000 10 350 350

Change in Federal Funds Pre-Revision Post-Revision Project: Federal Funds Percentage Change Action **Federal Funds** (000) (000) (000) 10-10-0012 IDOT District 1 Division of Highways Change \$0 \$1650 \$ 1650

IL 173 ROSECRANS RD FROM 0.1 MI E OF I-94 (TRI-STATE TOLLWAY) (LAKE/Wadsworth) TO 0.1 MI W OF ILL 131 (GREENBAY RD) (LAKE/Wadsworth)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

 Project Work Types Before Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

 Project Work Types After Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Fund Source **Project Phase Total Cost Federal Cost** Segment Revision TII CONSTRUCTION 10 1650 1777520000 **Fund Source Financial Data After Revision Project Phase** FFY **Total Cost Federal Cost** Segment ARRA2 CONSTRUCTION 10 1650 1650 1-77752-0000

Project:

Red Pre-Revision Federal Funds (000)

10-10-0013 IDOT District 1 Division of Highways

Pre-Revision Federal Funds (000)

Post-Revision Federal Funds (000)

Post-Revision Federal Funds (000)

Percentage Change (000)

\$230 \$230

IL 176 SCRANTON AVE FROM 0.2 MI E OF US 41 (SKOKIE HWY) (LAKE/Lake Bluff) TO SHERIDAN RD (LAKE/Lake Bluff)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

 Project Work Types Before Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

 Project Work Types After Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Fund Source **Project Phase FFY** Total Cost Federal Cost Segment 1735510000 CONSTRUCTION 10 230 Fund Source Financial Data After Revision **Project Phase** FFY Total Cost Federal Cost Seament ARRA2 CONSTRUCTION 10 230 1-73551-0000 230

Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds Federal Funds Percentage Change (000)(000) (000) 10-10-0015 IDOT District 1 Division of Highways \$455 \$ 455 Change \$0

IL 176 ILL 176 FROM IL 60 IL 83 ILL 60/83 (LAKE/Mundelein) TO MIDLOTHIAN RD (LAKE/Mundelein)

Completion Year Before Revision: Unspecified **Completion Year After Revision:** Unspecified

 Project Work Types Before Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

 Project Work Types After Revision:
 HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Fund Source Project Phase FFY **Total Cost** Federal Cost Seament Revision CONSTRUCTION 10 455 1780240000 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION 1-78024-0000 ARRA2 10 455 455

Pre-Revision Post-Revision Change in Federal Funds Project: Action **Federal Funds** Federal Funds Percentage Change (000)(000)(000)\$1350 10-98-0020 IDOT District 1 Division of Highways Change \$1350 \$0 0%

IL 43 WAUKEGAN RD FROM ATKINSON ROAD (LAKE) TO CENTRAL AVE (0.2 MI. SOUTH) (LAKE) EXCLUSIONS: GAVIN CT TO EVERETT RD, HALF-DAY RD TO HIGH SCHOOL DR,

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before
Revision:
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After

Revision: Financial Data Before	·	•			DENING)	4 C					
evision		Project Phase			Federal Cos	_					
	ILL	CONSTRUCTION	09	5250	0	1-77029-000				DD (TI 22)	
	ILL HRA	CONSTRUCTION	11 09	1300 1350	0 1350	1-77029-000				RD (IL 22)	
	ILL	CONSTRUCTION	09	1515	0	1-77029-100	-		-	MILEC C O	F CENTRAL AVE
inancial Data After Revision	Fund Source		FFY		Federal Cos		T, DELKI IL	LD 11.3. DN	. 10 0.2	MILLS 5 OI	CLIVINAL AVE
mancial bata Arter Revision	ILL	CONSTRUCTION	09	1515	0		4. DEERETE	ID H.S. DR	TO 0.2	MILES S OF	F CENTRAL AVE
	ILL	CONSTRUCTION	09	5250	0	1-77029-000					
	ILL	CONSTRUCTION	11	1300	0	1-77029-000	3, EVERET	T RD TO HA	LF DAY	RD (IL 22)	
	HRA	CONSTRUCTION	09	1350	1350	1-77029-100	2 (GAGES L	LANE TO ILI	L 60)/AW	/ARDED	
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Tojecti		(000)		(000)	i unus	(000)	i unus		Ciccii	tage chan	ige
.1-04-0001 CMAP	Change s	\$2564		\$2564		\$ 0			0%		
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ompletion Year Before Revisi ompletion Year After Revisio											
roject Work Types Before Re		HIGHWAY/ROA	D - IN	TERSECTION	IMPROVEMEN	Т					
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boots ab.			-4:	Pre-Rev		Post-Revision Federal Funds		ange in	4-	Danasah	Channa
Project:		A	ction	Federal (000)	ruilus	(000)		deral Fund 00)	15	Percenta	age Change
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Project Work Types Before Revision:

BRIDGE/STRUCTURE - REPLACE

Financial Data After Revision	LRA Fund Source LRA	CONSTRUCT Project Ph. CONSTRUCT	ase F	0 263 FY Tot 0 270	tal Cost	262 Federal C 270	Cost	Segment
Financial Data Before Revision	Fund Source	Project Ph			tal Cost	Federal C	Cost	Segment
Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	HIGHWAY/ROAD - I			-				
FAU 166 East Wonder Lake Road FROM FAU 4083 B Completion Year Before Revision: Unspecified Completion Year After Positions Unspecified	Barnard Mill Road (MCHEN	RY) TO FAU 4085	McCullom Lake Roa	id (MCHENR	(Y)			
Project: 11-09-0020 McHenry County Council of Mayor	_	Pre-Revision Federal Fund (000) \$262	ds Federal (000) \$270	Funds	Change Federal (000) \$ 8		Percent	age Change
	HRA ILL	CONSTRUCTIO CONSTRUCTIO		2000 2000		2000		1779531200 1-77953-2200
Financial Data After Revision	HRA Fund Source	CONSTRUCTIO Project Phase		2000 Total C		2000 Federal Cost		1779531200 Segment
Financial Data Before Revision	Fund Source	Project Phase		Total C		Federal Cost		Segment
Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	HIGHWAY/ROAD - IN HIGHWAY/ROAD - IN							
/arious Routes in McHenry County AT Completion Year Before Revision: Unspecified								
11-09-0011 IDOT District 1 Division of Highwa	ys Chang	(000) e \$2000	(000) \$2000		(000) \$ 0		0%	
Project:	Action		nds Federa	evision I Funds	Change Federa		Percent	age Change
	BRR	CONSTRUCTIO			50	600		FY 15
	BRR MFT-LOC	ENGINEERING ROW ACQUISI		13 13 13 5	25 0	100 0		
Financial Data After Revision	Fund Source BRR	Project Phase ENGINEERING			otal Cost 25	Federal 100	COST	Segment
Financial Data After Berisian	BRR	CONSTRUCTIO			50	600	Coot	FY 13
	BRR MFT-LOC	ENGINEERING ROW ACQUISI		12 1: 12 5	25 0	100 0		
	BRR	ENGINEERING			25	100		
Financial Data Before Revision	Fund Source	Project Phase	e	FFY T	otal Cost	Federal	Cost	Segment
Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	BRIDGE/STRUCTURE BRIDGE/STRUCTURE							
LAWRENCE ROAD FROM LAWRENCE CREEK TRIBUT Completion Year Before Revision: Unspecified	FORY (MCHENRY)							
11-08-0032 McHenry County Division of Transp	ortation ((000) Change \$200	(00 \$20	-	(000 \$ 0)	0%	
Project:	A	Pre-Re		t-Revision		ige in Iral Funds	Percei	ntage Change
	MFT-LOC	ROW ACQUISI		13 5	200 0	960		FY 14
	BRR BRR	ENGINEERING CONSTRUCTION			25	100 960		EV 14
mandal Data Arter Revision	BRR	ENGINEERING			25	100	COSE	Segment
Financial Data After Revision	MFT-LOC Fund Source	ROW ACQUISI Project Phase		12 5 FFY T	0 otal Cost	0 Federal	Cost	Segment
	BRR	CONSTRUCTIO			50	600		FY 13
	BRR BRR	ENGINEERING ENGINEERING			25 25	100 100		
	Fund Source	Project Phas	e		otal Cost	Federal	Cost	Segment

Project:		1	Action	Pre-Revision Federal Funds (000)	Post-Rev Federal F (000)		Change in Federal Funds (000)	Percentage Change
1-09-0038 IDOT District 1 Divisio			Change	\$4050	\$4050		\$ 0	0%
S 20 GRANT HIGHWAY FROM WEST U ompletion Year Before Revision:	•	ikt) IUIL 47	1LL 4/ (K	ANE)				
ompletion Year After Revision:	Unspecified							
roject Work Types Before Revision		AFETY - BEAC						
		AFETY - GUAR AFETY - SHOU		PROVEMENTS				
		IGNALS - MOD		ION				
Project Work Types After Revision:		AFETY - BEAC AFETY - GUAR						
	S	AFETY - SHOU	JLDER IMI					
		ignals - Mod Iiscellaneou		TON IPT PROJECTS				
inancial Data Before		und Source		Project Phase	FFY	Total Cost	Federal Cost	Segment
Revision	-			-				
inancial Data After Revision		SIP und Source		CONSTRUCTION Project Phase	10 FFY	4500 Total Cost	4050 Federal Cost	1782920000 : Segment
mancial Data Arter Revision		ISIP		CONSTRUCTION	10	4500	4050	1-78292-0000
				Pre-Revision	Post-Rev		Change in	
Project:		1	Action	Federal Funds (000)	Federal F (000)	unds	Federal Funds (000)	Percentage Change
.1-09-0042 IDOT District 1 Divisio	n of Highways	(Change	\$257	\$337		\$ 80	31.13%
JS 12 US 12 FROM WILMOT RD/ JOHNS			-					
Completion Year Before Revision:								
Completion Year After Revision: Project Work Types Before Revision	•	IGNALS - MOD)EBNI12VT	TON				
TO JOCK WORK TYPES DETOTE REVISION		ISCELLANEOU						
Project Work Types After Revision:	S	IGNALS - MOD	DERNIZAT	ION				
Financial Data Before Revision	F	und Source		Project Phase	FFY	Total Cost	Federal Cost	Segment
	Н	ISIP		CONSTRUCTION	10	285	257	1783140000
Financial Data After Revision		und Source		Project Phase	FFY	Total Cost		_
		ISIP		CONSTRUCTION	10	375	337	1-78314-0000
			Duo F	Revision	Post-Revision	Ch	ango in	
		Action		Revision ral Funds	Post-Revision Federal Funds		ange in Ieral Funds	Percentage Change
Project:								
-	Doodo		(000)		(000)	(00	-	00/
Project: 11-09-0062 IDOT District 1 Local FALL 4010 Edgewood Road FROM Over I		Change	(000) \$740)	(000) \$740	(00 \$ 0		0% son Road
L1-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over F	Rat Creek (MCHEN	Change	(000) \$740)	(000) \$740	(00 \$ 0		
11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision:	Rat Creek (MCHEN Unspecified	Change	(000) \$740)	(000) \$740	(00 \$ 0		
11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU	(000) \$740) Structur CTURE - F) e No. 056-3101. Als RECONST/REHAB NO	(000) \$740 o includes Edgev	(00 \$ 0 wood Drive fro	om IL Route 31 to Han	
1-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision	Rat Creek (MCHEN Unspecified Unspecified II:	Change IRY/Algonquin BRIDGE/STRU	\$740 \$740) Structur CTURE - F) e No. 056-3101. Als	(000) \$740 o includes Edgev	(00 \$ 0 wood Drive fro	om IL Route 31 to Han	
11-09-0062 IDOT District 1 Local AU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision:	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BICYCLE FACII	\$740 \$740) Structur CTURE - F CTURE - F LITY) e No. 056-3101. Als RECONST/REHAB NO	(000) \$740 o includes Edgev O CHNG IN #, W	(00 \$ 0 vood Drive fro DTH, OR LAN DTH, OR LAN	om IL Route 31 to Han	
IDOT District 1 Local	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BICYCLE FACII	\$740 \$740) Structur CTURE - F CTURE - F LITY) e No. 056-3101. Als RECONST/REHAB NO RECONST/REHAB NO	(000) \$740 o includes Edgev O CHNG IN #, W	(00 \$ 0 vood Drive fro DTH, OR LAN DTH, OR LAN	om IL Route 31 to Han	son Road.
	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BICYCLE FACII HIGHWAY/RO	\$740 \$740) Structur CTURE - F CTURE - F LITY) e No. 056-3101. Als RECONST/REHAB NO RECONST/REHAB NO DNST WITH CHANG	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WI	\$ 000 \$ 000	om IL Route 31 to Han	son Road.
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IDOT District 1 Local IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR BRR BRR Fund Source	\$740 \$740) Structur CTURE - F CTURE - F LITY	e No. 056-3101. Als RECONST/REHAB NO RECONST/REHAB NO DNST WITH CHANG Project Phase ENGINEERING-I ENGINEERING-II CONSTRUCTION Project Phase	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY	yood Drive fro DTH, OR LAN DTH, OR LAN DTH OF LANE Total Co 45 55 825 Total Co	om IL Route 31 to Han E E St Federal C 36 44 660 ost Federal C	ost Segment Includes E
11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRICHE FACIL BRICHE FACIL BRICHE FACIL BRICHE BRR BRR BBRR Fund Source BRR Fund Source BRR	\$740 \$740) Structur CTURE - F CTURE - F LITY	e No. 056-3101. Als RECONST/REHAB NO RECONST/REHAB NO DNST WITH CHANG Project Phase ENGINEERING-I CONSTRUCTION Project Phase ENGINEERING-II CONSTRUCTION Project Phase ENGINEERING-I	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY 10	yood Drive from DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45	om IL Route 31 to Han E E Sost Federal C 36 44 660 St Federal C 36	ost Segment Includes E
11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Rat Creek (MCHEN Unspecified Unspecified 1: 	Change IRY/Algonquin BRIDGE/STRUG BRIDGE/STRUG BICYCLE FACII HIGHWAY/ROJ Fund Source BRR BRR BRR Fund Source BRR BRR Fund Source BRR	\$740 \$740) Structur CTURE - F CTURE - F LITY	PRECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO DNST WITH CHANG Project Phase ENGINEERING-I ENGINEERING-II CONSTRUCTION Project Phase ENGINEERING-I ENGINEERING-I ENGINEERING-I ENGINEERING-I	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY 10 10	COC \$ 0 O O O O O O O O O O O O O O O O O O	om IL Route 31 to Han E E Sost Federal C 36 44 660 ost Federal C 36 44	ost Segment Includes E. Segment
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11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over It Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRUG BRIDGE/STRUG BICYCLE FACI HIGHWAY/ROG Fund Source BRR BRR BRR Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	\$740 \$740) Structur CTURE - F CTURE - F LITY	RECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO DNST WITH CHANG Project Phase ENGINEERING-II CONSTRUCTION Project Phase ENGINEERING-II ENGINEERING-II CONSTRUCTION CONSTRUCTION	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY 10 10 10	OC \$ 0 OC	Dom IL Route 31 to Handle E E Dost Federal C 36 44 660 Dost Federal C 36 44 660	ost Segment Includes E. Segment
IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	\$740 \$740) Structur CTURE - F CTURE - F LITY	Post-Revision	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII 10 10 11 FFY 10 10 11 MYB	yood Drive from DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276	m IL Route 31 to Handle E E St Federal C 36 44 660 1500	ost Segment Includes E. Segment Includes E.
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IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: Activity 11-96-0007 CMAP Char	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRUG BRIDGE/STRUG BICYCLE FACII HIGHWAY/RO/ Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECC	Post-Revision	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY 10 10 11 MYB	wood Drive from DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276	m IL Route 31 to Handle E E St Federal C 36 44 660 1500	ost Segment Includes E. Segment Includes E.
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IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project: Activ L1-96-0007 CMAP Char JS 14 FROM Oak St (MCHENRY) TO VE Completion Year Before Revision:	Rat Creek (MCHEN Unspecified Unspecified 1:	Change IRY/Algonquin BRIDGE/STRUG BRIDGE/STRUG BICYCLE FACII HIGHWAY/RO/ Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECC	Project Phase ENGINEERING-I CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000)	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W E IN USE OR WII FFY 10 10 11 FFY 10 10 11 MYB	wood Drive from DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276	Dom IL Route 31 to Handle E E Sost Federal C 36 44 660 1500 Percent	ost Segment Includes E. Segment Includes E.
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Table 11-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Project: Activate Acti	Rat Creek (MCHEN Unspecified Unspecified 1: Pre-Re Feders (000) uge \$441 TERANS ACRES PA Unspecified BICYCLE FACIL: PEDESTRIAN FA BICYCLE FACIL: PEDESTRIAN FA	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECC	Project Phase ENGINEERING-I ENGINEERING-I CONSTRUCTION Project Phase ENGINEERING-I CONSTRUCTION Project Phase ENGINEERING-I CONSTRUCTION Project Phase ENGINEERING-I ENGINEERING-I ENGINEERING-I ENGINEERING-I CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$860	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W IN C	wood Drive from the property of the property o	m IL Route 31 to Han E E Set Federal C 36 44 660 36 44 660 1500 Percen 95.01%	ost Segment Includes E: Segment Includes E: tage Change
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In 10-09-0062 IDOT District 1 Local FAU 4010 Edgewood Road FROM Over I Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project: Activation Project: Activation Activation Activation Project: Completion Year Before Revision: Completion Year Before Revision: Project Work Types Before Revision: Project Work Types After Revision:	Rat Creek (MCHEN Unspecified Unspecified Unspecified 1: Pre-Re Feder On Feder Good) Unspecified Unspecified Unspecified Unspecified Unspecified Unspecified Unspecified FEDESTRIAN FA BICYCLE FACIL: PEDESTRIAN FA Fund Source CMAQ	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECCO	RECONST/REHAB NO RECONSTRUCTION Project Phase ENGINEERING-II CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$860 FFY Total Cost 10 529	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W IN C	yood Drive from DTH, OR LAND DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276 ange in leral Funds 0) 19	por IL Route 31 to Handle E E Set Federal C 36 44 660 1500 Percent 95.01%	ost Segment Includes E: Segment Includes E: tage Change
Action of the control	Rat Creek (MCHEN Unspecified Unspecified Unspecified 1: Pre-Re Feder (000) unge \$441 TERANS ACRES PA Unspecified BICYCLE FACIL: PEDESTRIAN FA BICYCLE FACIL: PEDESTRIAN FA Fund Source CMAQ Fund Source	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECCO	RECONST/REHAB NO RECONSTRUCTION Project Phase ENGINEERING-II CONSTRUCTION CONSTRUCTION RECONSTRUCTION Post-Revision Federal Funds (000) \$860 FFY Total Cost 10 529 FFY Total Cost 10 1075	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W O CHNG IN #, W IN I	wood Drive from DTH, OR LAND DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276 Inge in leval Funds 0) 19	por IL Route 31 to Handle E E Set Federal C 36 44 660 1500 Percent 95.01%	ost Segment Includes E: Segment Includes E: tage Change
Project: Action State Revision: Completion Year After Revision: Project Work Types Before Revision: Project Work Types After Revision: Project: Action Action State Revision: Project: Action Completion Year After Revision: Project Work Types Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision:	Rat Creek (MCHEN Unspecified Unspecified Unspecified 1: Pre-Re Feder (000) unge \$441 TERANS ACRES PA Unspecified BICYCLE FACIL: PEDESTRIAN FA BICYCLE FACIL: PEDESTRIAN FA Fund Source CMAQ Fund Source	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECCO	RECONST/REHAB NO RECONSTRUCTION Project Phase ENGINEERING-II CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$860 FFY Total Cost 10 529 FFY Total Cost 10 1075 Pre-Revision Federal Fund Federal Funds	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W O CHNG IN #, W 10 10 11 FFY 10 10 11 MYB Charles Federal Cos 441 Federal Cos 860 Post-R Federal S Federal Cos	yood Drive from DTH, OR LAND DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276 ange in leral Funds 0) 19	por IL Route 31 to Handle E E Set Federal C 36 44 660 1500 Percent 95.01% Change in Federal Funds	ost Segment Includes E: Segment Includes E: tage Change
Financial Data After Revision: Project: Action 1-96-0007 Completion Year Before Revision: Project Work Types Before Revision: Financial Data Before Revision Project: Action Action Action Action Action Action Action Completion Year After Revision: Project: Action Action Project: Action Action Action Completion Year Before Revision: Project Work Types Before Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data Before Revision Financial Data After Revision: Financial Data After Revision Financial Data After Revision	Rat Creek (MCHEN Unspecified Unspecified Unspecified 1: Pre-Re Feders (000) Unge \$441 FERANS ACRES PA Unspecified Unspecified BICYCLE FACIL: PEDESTRIAN FA BICYCLE FACIL: PEDESTRIAN FA Fund Source CMAQ Fund Source CMAQ	Change IRY/Algonquin BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU BRIDGE/STRU HIGHWAY/RO Fund Source BRR BRR BRR Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR BR	(000) \$740) Structur CTURE - F CTURE - F LITY AD - RECC	RECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO RECONST/REHAB NO RECONST WITH CHANG Project Phase ENGINEERING-I CONSTRUCTION Project Phase ENGINEERING-I CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$860 FFY Total Cost 10 529 FFY Total Cost 10 1075	(000) \$740 o includes Edgev O CHNG IN #, W O CHNG IN #, W O CHNG IN #, W IN I	wood Drive from DTH, OR LAND DTH, OR LAND DTH, OR LAND DTH OF LANE Total Co. 45 55 825 Total Co. 45 55 825 5276 Inge in level Funds (0) 19 t Segment STAGE 2 t Segment Stage 2	por IL Route 31 to Handle E E Sect Federal C 36 44 660 1500 Percent 95.01% The control of the c	ost Segment Includes E: Segment Includes E: tage Change

Completion Year After Revision: Unspecified BICYCLE FACILITY **Project Work Types Before** PEDESTRIAN FACILITY BICYCLE FACILITY **Project Work Types After** Revision: PEDESTRIAN FACILITY **Financial Data Before** Fund Source Project Phase FFY Total Cost Federal Cost Segment Revision HPP CONSTRUCTION INCLUDES E3 EnRA CONSTRUCTION 10 2615 1871 INCLUDES e3. Route 59 to 0.75 miles NE of Prairie Creek Subdivision Financial Data After Revision **Fund Source** Project Phase FFY Total Cost Federal Cost Seament EnRA CONSTRUCTION 10 2254 1871 Includes E3. Route 59 to 0.75 miles NE of Prairie Creek Subdivision HPP CONSTRUCTION 10 100 Pre-Revision Post-Revision Change in Federal Funds Project: Action Federal Funds **Federal Funds** Percentage Change (000)(000)(000)12-06-0001 CMAP Change \$1356 \$1374 \$ 18 1.33% COM ED ROW WEST OF BELL RD FROM COUNTY LINE (WILL) TO PARKER RD (WILL) HOMER GLEN COMMUNITY BIKE TRAIL-COM ED ROW WEST OF BELL RD FROM COOK-WILL COUN Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** BICYCLE FACILITY **Project Work Types After Revision:** BICYCLE FACILITY **Financial Data Before** Fund Source **Project Phase** FFY **Total Cost Federal Cost** Segment CMAQ CONSTRUCTION 384 1265 EXTENSION 10 CMAO IMPLEMENTATION 327 AWARDED 09 91 Financial Data After Revision **Fund Source Project Phase Federal Cost** FFY **Total Cost** Segment CMAQ IMPLEMENTATION 09 327 AWARDED 91 CMAO CONSTRUCTION 1283 EXTENSION/Includes E3 10 1706 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)IDOT District 1 Division of Highways Change \$0 \$1600 \$ 1600 US 30 LINCOLN HWY FROM KRAKER AVE (WILL) I- 80 (WILL) INCLUDES NEW LENOX & MOKENA Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types Before Revision:** Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before Fund Source Project Phase Total Cost Federal Cost** Segment 1770310018 TLL CONSTRUCTION 11 5103 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment ARRA2 CONSTRUCTION 1600 1600 1-77031-0018 10 Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds **Percentage Change** (000)(000)(000)IDOT District 1 Division of Highways \$600 Change \$600 IL 50 GOVERNORS HWY FROM 1) ICC RR TO PAULING RD (WILL) TO 2) KENNEDY RD (.4 MI S) TO KANKAKEE COUNTY LINE (WILL) Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified **Project Work Types Before Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before Fund Source Project Phase Total Cost Federal Cost** Segment CONSTRUCTION 1-77031-0005 HRA 09 600 600 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost** Federal Cost Segment HRA CONSTRUCTION 600 600 1-77031-0005/AWARDED Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds **Percentage Change** (000)(000)(000)12-06-0071 IDOT District 1 Local Roads Change \$0 \$0 \$0 MISSISSIPPI AVE FROM LINCOLN ST (WILL) TO WOOD ST (WILL) **Completion Year Before Revision: 2008** Completion Year After Revision: 2013 HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Financial Data Before Fund Source Project Phase** FFY **Total Cost** Federal Cost Seament CONSTRUCTION 1766060901 ILL 10 400 0 ILL ENGINEERING 10 50 1766060900 0

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-06-0072	IDOT District 1 Local Roads	Change	\$0	\$0	\$ 0	

Project Phase

CONSTRUCTION

ENGINEERING

FFY

10

10

Total Cost

400

50

Federal Cost

0

0

Fund Source

ILL

ILL

Financial Data After Revision

Segment

1766060901

1766060900

MISSISSIPPI AVE FROM WOOD ST (WILL) TO ST LOUIS ST (WILL)

Completion Year Before Revision: 2010 Completion Year After Revision: 2013

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Project Work Types After Revision:**

Financial Data Before

Fund Source **Project Phase** Total Cost Federal Cost Segment Revision CONSTRUCTION 1766060961 ILL 10 270 0 **ENGINEERING** 1766060960 ILL 10 30 0 **Financial Data After Revision Project Phase** FFY **Fund Source Total Cost** Federal Cost Seament 1766060961 ILL CONSTRUCTION 10 270 0 ILL **ENGINEERING** 10 0 1766060960 30

Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds **Percentage Change** (000)(000)(000)\$0 Change \$0 \$0

12-06-0084 IDOT District 1 Local Roads RIVER RD FROM BLACK RD (WILL) US 52 (WILL) **Completion Year Before Revision: 2009**

Completion Year After Revision: 2015 **Project Work Types Before Revision: Project Work Types After Revision:**

Financial Data Before Revision

Financial Data After Revision

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Fund Source Project Phase FFY **Total Cost** Federal Cost Seament CONSTRUCTION 1905 ILL 09 ILL ENGINEERING-II 1104950000 09 71 0 **Fund Source Project Phase** FFY Total Cost **Federal Cost** Segment CONSTRUCTION ILL 09 1905 0 ENGINEERING-II 0 1104950000 ILL 09 71

Post-Revision Pre-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000)(000)(000)\$1584 \$1500

IDOT District 1 Division of Highways IL 7 159TH ST / 9TH ST FROM IL 53 2.3 MI EAST OF ILL 53/BROADWAY ST (WILL) TO ILL 53 (INDEPENDENCE BLVD) TO I-355 (VETERANS MEMORIAL) (WILL)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision:

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS

Project Work Types After Revision:

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Fund Source Total Cost Federal Cost Project Phase Segment CONSTRUCTION NHS 10 105 1-77031-0102 (DRAINAGE) HRA CONSTRUCTION 09 1500 1500 1-77031-0002 **Financial Data After Revision Fund Source Project Phase** FFY **Total Cost Federal Cost** Segment CONSTRUCTION ARRA2 1-77031-0002 1500 1500 10 TII CONSTRUCTION 105 1-77031-0102 (DRAINAGE)

Pre-Revision Post-Revision Change in Project: Action **Federal Funds Federal Funds** Federal Funds Percentage Change (000) (000) (000) 12-07-0013 IDOT District 1 Division of Highways Change \$592 \$740 \$ 148 25%

I- 55 W FRONTAGE ROADS FROM CAVANAUGH ROAD (WILL) TO MURPHY RD (WILL) Includes IL 113 To S. of Cavanaugh

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Fund Source FFY Total Cost **Federal Cost Project Phase** Segment Revision STP-U CONSTRUCTION 10 740 592 1-76394-0200 (CAVANAUGH TO MURPHY) ILL CONSTRUCTION 09 520 1763940001 Financial Data After Revision Fund Source **Project Phase** FFY Total Cost Federal Cost Seament

ARRA2 CONSTRUCTION 10 740 740 1-76394-0200 (CAVANAUGH TO MURPHY) CONSTRUCTION 1763940001

Pre-Revision Post-Revision Change in Project: Action Federal Funds Federal Funds Federal Funds Percentage Change (000) (000)12-08-0012 IDOT District 1 Division of Highways Change \$2110 \$2110 \$ 0

US 6 CHANNAHON RD/ RAILROAD ST FROM TERRY RD (WILL) TO US 52 MCDONOUGH ST (WILL)

Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:**

Financial Data Before Revision

Financial Data Before

Fund Source Project Phase Total Cost Federal Cost Segment HRΔ CONSTRUCTION nα 2110 2110 1-77031-0015 **Financial Data After Revision Total Cost Federal Cost Fund Source Project Phase** FFY Segment CONSTRUCTION 1-77031-0015/AWARDED HRA 09 2110 2110

Project:	ı	Action	Pre-Revision Federal Funds (000)		st-Revis leral Fu 10)	nds I	Change in Federal Fun (000)	ıds P	ercentage C	hange
2-08-0018 IDOT District 1 Division of Highwa _ 1 MAIN ST FROM UNION AVE (WILL) TO BURVII	•	Change	\$1080	\$0	-	,	\$ -1080	-	100%	
ompletion Year Before Revision: Unspecified										
Completion Year After Revision: Unspecified										
Project Work Types Before Revision:	HIGHWAY/ROAD -		•							
Project Work Types After Revision:	HIGHWAY/ROAD -	RESURFA	ACE (WITH NO LAN	IE WIDENI	NG)					
inancial Data Before Revision	Fund Source	Proj	ject Phase	FFY	Total	Cost	Federal Cos	st S	egment	
CEVISION	NHS	CON	STRUCTION	10	1350		1080	М	ATCHED WITH	H ILL
Financial Data After Revision	Fund Source		ject Phase	FFY	Total		Federal Cos		egment	
	ILL		STRUCTION	10	1350				-77130-0100	
No. 1 and a second			Pre-Revision		st-Revis		Change in			
Project:	,	ction	Federal Funds (000)	(00	leral Fu 10)		Federal Fun (000)	ias P	ercentage C	nange
2-08-0020 IDOT District 1 Division of Highwa	ays (hange	\$1600	\$20	-		\$ 400	2	5%	
L 1 DIXIE HWY FROM MAIN ST (WILL) TO PASAD	•		,							
Completion Year Before Revision: Unspecified	•	-								
Completion Year After Revision: Unspecified										
Project Work Types Before Revision:	HIGHWAY/ROAD -		•							
Project Work Types After Revision:	HIGHWAY/ROAD -	RESURFA	ACE (WITH NO LAN	IE WIDENI	NG)					
inancial Data Before Revision	Fund Source	Proj	ject Phase	FFY	Total	Cost	Federal Cos	st S	egment	
	NHS	CUN	STRUCTION	10	2000		1600	M	- IATCHED WITH	H ILI
Financial Data After Revision	Fund Source		ject Phase	FFY	Total		Federal Cos		egment	
	ARRA2	-	STRUCTION	10	2000		2000		-77031-0001	
		Pre-l	Revision	Post-Rev	vision	Chai	nge in			
Project:	Action		ral Funds	Federal		Fede	eral Funds	Per	centage Cha	nge
2.00.0026		(000	•	(000)		(000	J)	00:		
2-08-0036 IDOT District 1 Local Roads	Change	\$2704	4	\$2704		\$ 0		0%		
RANDON RD FROM OVER DESPLAINES RIVER (W	•									
Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified										
Project Work Types Before Revision:	BRIDGE/STRU	CTURE -	DECONST/DEHAR N	IO CLINIC T		TIL OD LAN	_			
-	,			IO CHING I	.N #, WL	TH, OR LAN	E			
roject work Types After Revision:	BRIDGE/STRU		RECONST/REHAB N							
		CTURE -	RECONST/REHAB N		N #, WE	OTH, OR LAN	E	Endoral Co	-t 6	`oamont
inancial Data Before	Fund Source	CTURE -	Project Phase		N #, WE	Total Co	E ost	Federal Co	st S	Segment
inancial Data Before	Fund Source	CTURE -	Project Phase CONSTRUCTION	io chng i	FFY 10	Total Co 2830	E ost	2264	st S	Segment
inancial Data Before	Fund Source BRR BRR	CTURE -	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II	io chng i	FFY 10 09	Total Co 2830 250	E ost	2264 200	st S	Segment
Financial Data Before Revision	Fund Source BRR BRR BRR	CTURE -	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING	io chng i	FFY 10 09 10	Total Co 2830 250 300	E ost	2264 200 240		
Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	Fund Source BRR BRR BRR Fund Source	CTURE -	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase	io chng i	FFY 10 09 10 FFY	Total Co 2830 250 300 Total Co	E ost ost	2264 200 240 Federal Co		Segment Segment
Financial Data Before Revision	Fund Source BRR BRR BRR Fund Source BRR	CTURE -	Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING	io chng i	FFY 10 09 10 FFY 10	Total Co 2830 250 300 Total Co 300	E ost ost	2264 200 240 Federal Co : 240		
inancial Data Before Revision	Fund Source BRR BRR BRR Fund Source BRR BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION	io chng i	FFY 10 09 10 FFY 10	Total Co 2830 250 300 Total Co 300 300 3009	E ost ost	2264 200 240 Federal Co 240 2264		
Financial Data Before Revision	Fund Source BRR BRR BRR Fund Source BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II	NO CHNG I	FFY 10 09 10 FFY 10 10 09	Total Co 2830 250 300 Total Co 300 3009 250	E ost ost	2264 200 240 Federal Co : 240		
inancial Data Before Revision Financial Data After Revision	Fund Source BRR BRR Fund Source BRR BRR BRR BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision	Pos	FFY 10 09 10 FFY 10 09 10 555-Revise	Total Co 2830 250 300 Total Co 300 3009 250	E ost ost Change in	2264 200 240 Federal Co : 240 2264 200	st s	Segment
inancial Data Before Revision Financial Data After Revision	Fund Source BRR BRR Fund Source BRR BRR BRR BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II	Pos	FFY 10 09 10 FFY 10 09 10 09 10 10 10 10 10 10	Total Co 2830 250 300 Total Co 300 3009 250 Sion nds	E ost ost	2264 200 240 Federal Co : 240 2264 200		Segment
Financial Data Before Revision	Fund Source BRR BRR BRR Fund Source BRR BRR BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds	Pos Fed	FFY 10 09 10 FFY 10 09 10 09 10 FFY 10 10 10 10 10 10 10 10 10 1	Total Co 2830 250 300 Total Co 300 3009 250 Sion Inds III	E ost ost Change in Federal Fun	2264 200 240 Federal Co 240 2264 200	st s	Segment
Financial Data Before Revision Financial Data After Revision Project: 12-09-0006 IDOT District 1 Division of Highway	Fund Source BRR BRR BRR Fund Source BRR BRR BRR BRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000)	Pos Fed (00	FFY 10 09 10 FFY 10 09 10 09 10 FFY 10 10 10 10 10 10 10 10 10 1	Total Co 2830 250 300 Total Co 300 3009 250 Sion Inds III	E ost ost Change in Federal Fun (000)	2264 200 240 Federal Co 240 2264 200	st S	Segment
Project: 2-09-0006 IDOT District 1 Division of Highway VEST RIVER ROAD FROM CREEK (2.6 MI S OF ILL Completion Year Before Revision: Unspecified	Fund Source BRR BRR Fund Source BRR BRR BRR SRR SRR SRR SRR	CTURE -	RECONST/REHAB M Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000)	Pos Fed (00	FFY 10 09 10 FFY 10 09 10 09 10 FFY 10 10 10 10 10 10 10 10 10 1	Total Co 2830 250 300 Total Co 300 3009 250 Sion Inds III	E ost ost Change in Federal Fun (000)	2264 200 240 Federal Co 240 2264 200	st S	Segment
rinancial Data Before Revision rinancial Data After Revision Project: 2-09-0006 IDOT District 1 Division of Highway VEST RIVER ROAD FROM CREEK (2.6 MI S OF ILL Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified	Fund Source BRR BRR BRR Fund Source BRR BRR BRR SRR CONTRACTOR OF THE PROPERTY OF T	Action	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000) \$400	Pos Fed (00	FFY 10 09 10 FFY 10 09 10 09 10 FFY 10 10 10 10 10 10 10 10 10 1	Total Co 2830 250 300 Total Co 300 3009 250 Sion Inds III	E ost ost Change in Federal Fun (000)	2264 200 240 Federal Co 240 2264 200	st S	Segment
rinancial Data Before tevision rinancial Data After Revision Project: 2-09-0006 IDOT District 1 Division of Highwa VEST RIVER ROAD FROM CREEK (2.6 MI S OF ILL Completion Year Before Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision:	Fund Source BRR BRR BRR Fund Source BRR BRR BRR 53) (WILL) BRIDGE/STRUCE	Action Change	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000) \$400	Pos Fed (00	FFY 10 09 10 FFY 10 09 10 09 10 FFY 10 10 10 10 10 10 10 10 10 1	Total Co 2830 250 300 Total Co 300 3009 250 Sion Inds III	E ost ost Change in Federal Fun (000)	2264 200 240 Federal Co 240 2264 200	st S	Segment
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Project: 2-09-0006 IDOT District 1 Division of Highway Market Revision Project: 2-09-0006 IDOT District 1 Division of Highway Market Revision: Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Action Inspecified Project Work Types Before Revision: Project Work Types After Revision:	Fund Source BRR BRR BRR Fund Source BRR BRR BRR STR BRR BRR A A A A A A A A A A A A	Action Change FURE - R FURE - R FACILITY	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000) \$400 EPLACE EPLACE Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000) \$319	Pos Fed (00 \$38	FFY 10 10 10 10 10 10 10 10 10 10 10 10 10	Total Cost Total Cost Soo Total Cost Total Soo Total Cost Total Soo Total Cost Total Soo Tota	E change in Federal Fun (000) \$ -12 Fede 400 Fede 388	2264 200 240 Federal Co: 240 2264 2200 dds P -: aral Cost Percentag 0% Federal Co: 319	st Segmi 177954 Segmi 1-7795 e Change	hange ent 10000 ent 4-0000
Project: 2-09-0006 IDOT District 1 Division of Highway Medical Data After Revision Project: 2-09-0006 IDOT District 1 Division of Highway Medical Data After Revision: Unspecified Completion Year After Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Unspecified Completion Year After Revision: Unspecified Completion Year Before Revision: Unspecified Project Work Types Before Revision: Project Work Types After Revision:	Fund Source BRR BRR BRR BRR BRR BRR BRR B	Action Change FURE - R FURE - R FACILITY	RECONST/REHAB N Project Phase CONSTRUCTION ENGINEERING-II ENGINEERING Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II Pre-Revision Federal Funds (000) \$400 EPLACE EPLACE EPLACE Project Phase CONSTRUCTION Project Phase CONSTRUCTION Post-Revision Federal Funds (000) \$319	Pos Fed (00 \$38	FFY 10 10 10 10 10 10 10 10 10 10 10 10 10	Total Cost	E change in Federal Fun (000) \$-12 Fede 400 Fede 388	2264 200 240 Federal Co: 240 2264 2200 dds P -: -: -: -: -: -: -: -: -: -: -: -: -:	st Segmi 177954 Segmi 1-7795 e Change	hange ent 60000 ent 4-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Rev Federal F (000)		Change in Federal Funds (000)	Percentage Change
2-09-0020 IDOT District 1 Division of arious Routes in Kane County AT	of Highways	Change	\$2000	\$2000		\$ 0	0%
ompletion Year Before Revision: Uns							
Completion Year After Revision: Uns	•						
Project Work Types Before Revision: Project Work Types After Revision:			ERMITTENT RESURFA ERMITTENT RESURFA				
Financial Data Before							
Revision	Fund S	Source	Project Phase	FFY	Total Cos	t Federal Co	ost Segment
	HRA	_	CONSTRUCTION	09	2000	2000	1-77953-1400
Financial Data After Revision	Fund S HRA	Source	Project Phase	FFY 09	Total Cos 2000	t Federal Co	
	ILL		CONSTRUCTION CONSTRUCTION	10	2000	2000	1-77953-1400 1-77953-2400
			e-Revision	Post-Revisio		hange in	
Project:			deral Funds 00)	Federal Fund (000)		ederal Funds 000)	Percentage Change
2-09-0059 Will County Council of M	layors	Change \$2	46	\$285	\$	39	15.85%
AU 375 Raven Rd FROM VALENCIA DRIVE	E (WILL) TO FAU 107	' Seil ROAD (WIL	L) VALENCIA IS IN F	PROXIMITY TO JE	EFFERSON.		
ompletion Year Before Revision: Uns							
ompletion Year After Revision: Unstroject Work Types Before Revision:		/ΔΥ/ROΔD - RES	URFACE (WITH NO	I ANE WIDENING)		
roject Work Types After Revision:			URFACE (WITH NO		-		
inancial Data Before			•		-	t Federal C	act Farmant
Revision	Fund S	ource 901100	Project Phase	FFY	Total Cos		
	STP-L		CONSTRUCTION	10	176	141	INCLUDES E3
inquelal Data (Garana)	LRA		CONSTRUCTION	10	105	105	
Financial Data After Revision	Fund S	ource	Project Phase	FFY	Total Cos		ost Segment
	LRA STP-L		CONSTRUCTION CONSTRUCTION	10 10	144 176	144 141	INCLUDES E3
	31r-L		CONSTRUCTION	10	1/0	171	INCLUDES E3
Project:		Action	Pre-Revision Federal Funds (000)	Post-Rev Federal F (000)		Change in Federal Funds (000)	Percentage Change
12-09-0074 IDOT District 1 Division o	of Highways	Change	\$423	\$360		\$ -63	-14.89%
ARIOUS FROM VARIOUS LOCATIONS (67			Ψ 1.23	4500		Ψ 05	1110570
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Completion Year Refore Revision: Unc							
	specified						
Completion Year After Revision: Uns	specified specified	/ - GUARDRAILS					
Completion Year After Revision: Unsproject Work Types Before Revision:	specified specified SAFETY	/ - GUARDRAILS / - GUARDRAILS					
Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	specified specified SAFETY SAFETY	/ - GUARDRAILS	Project Phase	FFY	Total Cos	t Federal Co	ost Segment
Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before	specified specified SAFETY SAFETY Fund S	/ - GUARDRAILS	Project Phase				
completion Year After Revision: Unstroject Work Types Before Revision: vroject Work Types After Revision: inancial Data Before levision	specified specified SAFETY SAFETY Fund S	7 - GUARDRAILS Source	CONSTRUCTION	10	470	423	1783020000
Completion Year After Revision: Una Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	specified specified SAFETY SAFETY Fund S	7 - GUARDRAILS Source	-			423	1783020000
Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	specified specified SAFETY SAFETY Fund S HSIP Fund S	7 - GUARDRAILS Source	CONSTRUCTION Project Phase CONSTRUCTION	10 FFY 10	470 Total Cos 400	423 Federal Co 360	1783020000 ost Segment
Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	specified specified SAFETY SAFETY Fund S HSIP Fund S	7 - GUARDRAILS Source	CONSTRUCTION Project Phase	10 FFY	470 Total Cos 400	423 t Federal Co	1783020000 ost Segment
Completion Year After Revision: Unspecified Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project:	specified specified SAFETY SAFETY Fund 5 HSIP Fund 5 HSIP	(- GUARDRAILS Source Source Action	CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	10 FFY 10 Post-Rev Federal F (000)	470 Total Cos 400	t Federal Co 360 Change in Federal Funds (000)	1783020000 Segment 1-78302-0000 Percentage Change
Completion Year After Revision: Una Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: Project: Project: Project: Project: Project: Project:	specified specified SAFETY SAFETY Fund 5 HSIP Fund 5 HSIP	7 - GUARDRAILS Gource Gource Action Change	CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$2180	10 FFY 10 Post-Rev Federal F (000) \$2180	470 Total Cos 400 vision Funds	t Federal Co 360 Change in Federal Funds (000) \$ 0	1783020000 Segment 1-78302-0000 Percentage Change 0%
Completion Year After Revision: Una Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project Work Types After Revision: Project Revision Project: 2-09-0078 IDOT District 1 Division of L 7 LARKIN AVE FROM HILLCREST SHOPP	specified specified SAFETY SAFETY Fund 5 HSIP Fund 5 HSIP SAFETY	7 - GUARDRAILS Gource Gource Action Change	CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$2180	10 FFY 10 Post-Rev Federal F (000) \$2180	470 Total Cos 400 vision Funds	t Federal Co 360 Change in Federal Funds (000) \$ 0	1783020000 Segment 1-78302-0000 Percentage Change 0%
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IL 7 LARKIN AVE FROM HILLCREST SHOPP Completion Year Before Revision: Uns Completion Year After Revision: Uns Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	specified specified specified SAFETY SAFETY SAFETY Fund S HSIP Fund S PING CENTER TO JEF specified HIGHWAY/R HGHWAY/R HRA HRA Fund Source HRA HRA HRA Fund Source HRA HRA HRA Fund Source Fund Source ILL ILL	GOURCE Action Change FERSON ST (WI OAD - RESURFA OAD - RESURFA CONS' CONS' CONS' Action Change do TO KANKAKE RESURFACE (W R R R R R R R R R R R R R R R R R R R	CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$2180 LL/Joliet) TO US 52 (CE (WITH NO LANE CONTRUCTION SO E RIVER (WILL/Char THE NO LANE WIDEN CHAP NO CHAP IN # FFY Total (1 10 100	Post-Reverse Federal Formula (000) \$2180 DEFFERSON ST) WIDENING) WIDENING) WIDENING) FFY Total Co D9 1680 D9 500 Post-Reversed Federal Formula (000) \$19000 INING) WING) WING) WING) WING WING WING WING WING WING WING WING	470 Total Cos 400 Vision Funds TO MCDONC TO MCDONC Total Cos 168 500 Vision Funds	423 t Federal Co 360 Change in Federal Funds (000) \$ 0 DUGH (WILL/Rockdale deral Cost S 0 1 change in Federal Funds (000) \$ 1 Change in Federal Funds (000) \$ 19000	1783020000 Segment 1-78302-0000 Percentage Change 0% e) egment -78014-0000 -78015-0000 egment -78014-0000/AWARDED -78015-0000/AWARDED

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ARRA2 ARRA2	CONSTRUCTION CONSTRUCTION		14000 5000	1-78437-0000 (KANAKEE 1-78437-0001 (KANKAKE	
		Bur Burdalan	But Budden	Observation 1	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
.2-09-0083 IDOT District 1 Division of Highways	Change	\$900	\$0	\$ -900	-100%
L 126 ILL 126 FROM ESSINGTON RD (WILL/Plainfield) Completion Year Before Revision: Unspecified	TO US 30 LOCKPORT ST	(WILL/Plainfield)			
ompletion Year After Revision: Unspecified					
roject Work Types Before Revision: roject Work Types After Revision:	HIGHWAY/ROAD - RESI HIGHWAY/ROAD - RESI	•			
inancial Data Before evision	Fund Source	Project Phase	FFY Total Co	st Federal Cost	Segment
evision	STP-U	CONSTRUCTION	09 1125	900	1770310010
inancial Data After Revision	Fund Source	Project Phase	FFY Total Co	st Federal Cost	Segment
	ILL	CONSTRUCTION	10 925		1-77031-0010
		Pre-Revision	Post-Revision	Change in	
roject:	Action	Federal Funds (000)	Federal Funds (000)	Federal Funds (000)	Percentage Change
2-09-0095 IDOT District 1 Division of Highways	Change	\$728	\$750	\$ 22	3.02%
_ 129 ILL 129 FROM I- 55 I-55 (WILL/Braidwood) TO ompletion Year Before Revision: Unspecified	COAL CITY RD (WILL/Bra	aidwood)			
ompletion Year After Revision: Unspecified					
roject Work Types Before Revision: roject Work Types After Revision:	HIGHWAY/ROAD - RESI HIGHWAY/ROAD - RESI	•			
inancial Data Before evision	Fund Source	Project Phase	FFY Total Co	st Federal Cost	Segment
EAISIOII	STP-U	CONSTRUCTION	10 910	728	
inancial Data After Revision	Fund Source	Project Phase	FFY Total Co		Segment
	ARRA2	CONSTRUCTION	10 750	750	1-77997-0000
roject:	Action	Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal Funds	Percentage Change
	QI.	(000)	(000)	(000)	
2-09-0096 IDOT District 1 Division of Highways _ 126 LOCKPORT ST FROM COUNTY LINE RD (WILL/P	Change lainfield) TO WALLIN DR	\$0 (WILL)	\$410	\$ 410	
Completion Year Before Revision: Unspecified	•	,			
-	HIGHWAY/ROAD - RESI	JRFACE (WITH NO LA	NE WIDENING)		
roject Work Types Before Revision: roject Work Types After Revision:	HIGHWAY/ROAD - RESI HIGHWAY/ROAD - RESI	•	· ·		
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before		•	· ·	st Federal Cost	Segment
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RESU Fund Source ILL	JRFACE (WITH NO LA Project Phase CONSTRUCTION	NE WIDENING) FFY Total Co. 12 410		1777480000
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RESU Fund Source	JRFACE (WITH NO LA	NE WIDENING) FFY Total Co		
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	HIGHWAY/ROAD - RESU Fund Source ILL Fund Source	JRFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION	NE WIDENING) FFY Total Co. 12 410 FFY Total Co. 10 410	Federal Cost	1777480000 Segment
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision	HIGHWAY/ROAD - RESU Fund Source ILL Fund Source	JRFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds	NE WIDENING	st Federal Cost 410 Change in Federal Funds	1777480000 Segment
roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision	HIGHWAY/ROAD - RESI Fund Source ILL Fund Source ARRA2	JRFACE (WITH NO LA Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000)	FFY Total Co. 12 410 FFY Total Co. 10 410 Post-Revision Federal Funds (000)	st Federal Cost 410 Change in Federal Funds (000)	1777480000 Segment 1-77748-0000 Percentage Change
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Financial Data After Revision	Fund Source		Project Phase	FI	FY	Total	Cost	Federal	Cost	Segment
	CMAQ		ENGINEERING-I	10)	412		340		
	CMAQ		ENGINEERING-II	11	L	528		440		
	CMAQ		CONSTRUCTION	12	2	3408		2840		
	CMAQ		CONSTRUCTION	13	3	974		812		
			Pre-Revision	Post	-Revisio	n	Change in			
roject:		Action	Federal Funds (000)		eral Fund		Federal Fund (000)	ds	Percent	tage Change
2-10-0004 IDOT District 1 Division of High	•	Change	\$0	\$930			\$ 930			
• 57 I-57 FROM AT ABANDONED RR 12.8 MI S Completion Year Before Revision: Unspecific	ed	SB								
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	ILL	C	ONSTRUCTION	10	440				1783	580000/SB
	ILL	C	ONSTRUCTION	10	490				1783	590000/NB
inancial Data After Revision	Fund Source		roject Phase	FFY	Total	Cost	Federal C	ost	Segn	
	ARRA2		ONSTRUCTION	10	440		440			358-0000/SB
	ARRA2	C	ONSTRUCTION	10	490		490		1-783	359-0000/NB
			Pre-Revision	Doct	-Revisio	n	Change in			
roject:		Action	Federal Funds	Fede	eral Fund		Federal Fund	ds	Percent	age Change
2 40 0005		CI.	(000)	(000	•		(000)			
.2-10-0005 IDOT District 1 Division of High	•	Change	\$0	\$340			\$ 340			
IS 52 CHICAGO ST FROM I-80 (WILL/Joliet) TO		will/Jolie	et)							
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evision	Fund Source		Project Phase	FF	To	tal Cost	Feder	al Cost		Segment
	ILL		CONSTRUCTION	10						1777460000
inancial Data After Revision	Fund Source		Project Phase	FF		tal Cost		al Cost		Segment
	ARRA2		CONSTRUCTION	10	340)	340			1-77746-0000
			Pre-Revision	Post-F	Revision		hange in			
roject:	Ac	tion	Federal Funds	Feder	al Funds	F	ederal Funds	5	Percenta	age Change
	Cl.		(000)	(000)		(000)			
		ange	¢n	¢Ω		+	n			
, , , ,		ange 55 (WILL	\$0)	\$0		\$	0			
FAU 0856 CH 88 Weber Road FROM FAU 1578 Li	ly Cache (WILL) TO I-	_		\$0		\$	0			
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific	ly Cache (WILL) TO I- ed ed HIGHWAY/RI	55 (WILL	SURFACE (WITH NO		DENING)	\$	0			
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	ly Cache (WILL) TO I- ed ed HIGHWAY/R: HIGHWAY/R: HIGHWAY/R: Fund Sourc ILL	OAD - RE OAD - PA OAD - PA OAD - PA OAD - PA	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION	LANE WID	PENING) FFY 10	Total C	ost F			_
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12-10-0009 Will County Highway Departme FAU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	ly Cache (WILL) TO I- ed ed HIGHWAY/Ri HIGHWAY/Ri HIGHWAY/Ri HIGHWAY/Ri Fund Source ILL Fund Source	OAD - RE OAD - PA OAD - PA OAD - PA OAD - PA	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase	LANE WIC	FFY 10 FFY 10	Total C 594 Total C 1125	ost F C ost F	ederal C		Segment Segment
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FAU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	ly Cache (WILL) TO I- ed ed HIGHWAY/R HIGHWAY/R HIGHWAY/R HIGHWAY/R Fund Sourc ILL Fund Sourc ILL	OAD - RE OAD - PA OAD - PA OAD - PA OAD - PA	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION	LANE WIC	FFY 10 FFY 10	Total C 594 Total C 1125	ost F C ost F	ederal C	Cost	_
AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision Project: 2-98-0008 IDOT District 1 Division of High	ly Cache (WILL) TO I- ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Sourc ILL Fund Sourc ILL ways	OAD - REOAD - PAOAD -	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389	LANE WIC	FFY 10 FFY 10 -Revisioneral Fund 0)	Total C 594 Total C 1125	ost F ost F C Change in	ederal C	Cost	Segment
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Croject Work Types Before Revision: Croject Work Types After Revision Inancial Data Before Croject: Cr	ly Cache (WILL) TO I- ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Source ILL Fund Source ILL ways L) INCLUDES RETAININGE	OAD - REOAD - PAOAD -	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389	Post Fed (000	FFY 10 FFY 10 -Revisioneral Fund 0)	Total C 594 Total C 1125	ost F ost F C Change in Federal Fund (000)	ederal C	Cost	Segment
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision Project: 2-98-0008 IDOT District 1 Division of High Project: 2-55 I-55 FROM SMITH ST (ARSENAL RD) (WILL Completion Year Before Revision: Unspecific Projection Year After Revision: Unspecific	ly Cache (WILL) TO I- ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Source ILL Fund Source ILL Ways L) INCLUDES RETAINING ed BRIDGE/STRUCTURE	OAD - REOAD - PAOAD -	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389	Post Fed (000 \$398	FFY 10 FFY 10 -Revisional Fund 0)	Total C 594 Total C 1125	ost F ost F C Change in Federal Fund (000)	ederal C	Cost	Segment
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li ompletion Year Before Revision: Unspecific ompletion Year After Revision: Unspecific roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision inancial Data After Revision roject: 2-98-0008 IDOT District 1 Division of High 55 I-55 FROM SMITH ST (ARSENAL RD) (WILL ompletion Year Before Revision: Unspecific ompletion Year After Revision: Unspecific roject Work Types Before Revision: roject Work Types After Revision: inancial Data Before evision	ly Cache (WILL) TO I-ed ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Source ILL Fund Source ILL STATE MISCELLANEOUS - E BRIDGE/STRUCTURE MISCELLANEOUS - E BRIDGE/STRUCTURE MISCELLANEOUS - E ILL ILL ILL ILL I-M Fund Source	OAD - RE OAD - PA OAD	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389 IST/REHAB NO CHNG ROJECTS IST/REHAB ROJECTS IST/R	Post Fed (000 \$398 IN #, WD FFY T 10 5 09 3 10 3 09 4 10 2 FFY T	FFY 10 FFY 10 C-Revision real Fund 1) 7 TH, OR LA	Total C 594 Total C 1125 ns NE NE 0 0 39 20	ost F ost F C Change in Federal Fund (000) \$ -20402	Sec. 171 1-7 1-7 Sec. 1-7 Sec. 1-7 1-7 Sec. 1-7 Sec. 1-7 1-7 Sec.	Percent -83.65% gment 4370105 4370114 1437-010 1437-0200 gment	Segment tage Change
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Project: 2-98-0008 IDOT District 1 Division of High 5-55 I-55 FROM SMITH ST (ARSENAL RD) (WILL Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision:	ly Cache (WILL) TO I- ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Source ILL Fund Source ILL Ways) INCLUDES RETAININ ed ed BRIDGE/STRUCTURE MISCELLANEOUS - E BRIDGE/STRUCTURE MISCELLANEOUS - E ILL ILL ILL ILL ILL ILL ILL ILL ILL IL	OAD - REOAD - PAOAD -	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389 IST/REHAB NO CHNG ROJECTS IST/REHAB NO CHNG ROJECTS IST/REHAB NO CHNG ROJECTS IP Phase CQUISITION ERING-II ERING RUCTION RUCTION CQUISITION CQUISITION	Post Fedd (000 \$398 IN #, WD FFY T 10 5 09 3 10 3 09 4 10 2 FFY T 10 2 10 5	FFY 10 FFY 10	Total C 594 Total C 1125 INE INE INE INE INE INE INE INE INE IN	ost F cost F cos	Seg 171 1-7 178 1-7 Seg 1-7	-83.65% gment -4370105 -4370114 -437-010 -1120000 -1437-0200	Segment tage Change
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AU 0856 CH 88 Weber Road FROM FAU 1578 Li Completion Year Before Revision: Unspecific Completion Year After Revision: Unspecific Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision Project:	ly Cache (WILL) TO I- ed ed HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI HIGHWAY/RI Fund Source ILL Fund Source ILL Ways) INCLUDES RETAININ ed ed BRIDGE/STRUCTURE MISCELLANEOUS - E BRIDGE/STRUCTURE MISCELLANEOUS - E ILL ILL ILL ILL ILL ILL ILL ILL ILL IL	OAD - REOAD - PAOAD -	SURFACE (WITH NO VEMENT PATCHING SURFACE (WITH NO VEMENT PATCHING Project Phase CONSTRUCTION Project Phase CONSTRUCTION Pre-Revision Federal Funds (000) \$24389 SIST/REHAB NO CHNG ROJECTS SIST/REHAB NO CHNG ROJECTS SIST/REHAB NO CHNG ROJECTS Phase CQUISITION ERING-II ERING RUCTION CUCTION CUCTION CUCTION CUCTION CONSTRUCTION CUCTION CUCTI	Post Fed (000 \$398 IN #, WD FFY T 10 5 09 3 10 3 09 4 10 2 FFY T 10 5 09 3 10 3 10 3 10 3	FFY 10 FFY 10	Total C 594 Total C 1125 ns NE NE NE S 60 0 0 0	ost F cost F cos	Seg 171 177 178 1-7 171 171 171 171 171 171 171 171 171	-83.65% gment -4370105 -4370114 1437-0200 1437-0200 4370105 -4370105 -4370114/ 1437-0100	Segment tage Change

Project:		Action	Pre-Revision Federal Funds (000)	Post-Re Federal (000)		Change Federal (000)		Perce	ntage Change
3-09-0010 IDOT District 1 Di	ivision of Highways	Change	. ,	\$4000		\$ 0		0%	
arious Routes in north Cook Count	-								
ompletion Year Before Revision ompletion Year After Revision									
Project Work Types Before Rev		HIGHWAY/ROAD - INT	ERMITTENT RESURFACIO	NG					
Project Work Types After Revis	sion:	HIGHWAY/ROAD - INT	ERMITTENT RESURFACIO	NG					
inancial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	F	ederal Cost		Segment
REVISION		HRA	CONSTRUCTION	09	4000	4	000		1-77953-1600
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	F	ederal Cost		Segment
		HRA	CONSTRUCTION	09	4000	4	000		1-77953-1600
		ILL	CONSTRUCTION	10	3000				1-77953-2600
			Pre-Revision	Post-Re	vision	Change	in		
roject:		Action		Federal (000)	Funds	Federal (000)		Perce	ntage Change
3-09-0011 IDOT District 1 Di	ivision of Highways	Change	` ,	\$4000		\$ 0		0%	
arious Routes in south Cook Coun			,	,					
ompletion Year Before Revision									
ompletion Year After Revision roject Work Types Before Rev		HIGHWAY/ROAD - INT	ERMITTENT RESURFACIO	NG					
roject Work Types Belore Revis			ERMITTENT RESURFACIO						
inancial Data Before		Fund Source	Project Phase	FFY	Total Cost	F	ederal Cost		Segment
levision		HRA	CONSTRUCTION	09	4000	-	000		1-77953-1800
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost		ederal Cost		Segment
		HRA	CONSTRUCTION	09	4000	4	000		1-77953-1800
		ILL	CONSTRUCTION	10	3000				1-77953-2800
			Pre-Revision	Post-Re	vision	Change	in		
roject:		Action	Federal Funds	Federal		Federal		Perce	ntage Change
3-09-0012 IDOT District 1 Di	ivision of Highways	Change	(000) : \$4000	(000) \$4000		(000) \$ 0		0%	
arious Routes in central Cook Cou	ivision of Highways ıntv AT	Change	; \$4000	\$ 4 000		φU		070	
Completion Year Before Revision	•								
Completion Year After Revision	•			10					
roject Work Types Before Rev roject Work Types After Revis			ERMITTENT RESURFACII ERMITTENT RESURFACII						
		112011111111111111111111111111111111111	Entration (CEOO) (17102)						
		Fund Source	Project Phace	EEV	Total Cost	-	odoral Coct		Soamont
inancial Data Before		Fund Source	Project Phase	FFY	Total Cost		ederal Cost		Segment
inancial Data Before Revision		HRA	CONSTRUCTION	09	4000	4	000		1-77953-1700
inancial Data Before Revision			•			4 F			-
Financial Data Before Revision		HRA Fund Source	CONSTRUCTION Project Phase	09 FFY	4000 Total Cost	4 F	000 ederal Cost		1-77953-1700 Segment
Financial Data Before Revision		HRA Fund Source HRA ILL	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION	09 FFY 09 10	4000 Total Cost 4000 3000	4 F	000 ederal Cost		1-77953-1700 Segment 1-77953-1700
inancial Data Before Revision inancial Data After Revision	Pre	HRA Fund Source HRA	CONSTRUCTION Project Phase CONSTRUCTION	09 FFY 09 10	4000 Total Cost 4000	4 F	000 ederal Cost 000	age Ch	1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before Revision inancial Data After Revision Project:	Pre Action Fed (00	HRA Fund Source HRA ILL -Revision eral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000)	09 FFY 09 10 Ch Fe (0	4000 Total Cost 4000 3000 mange in deral Funds	4 F	000 ederal Cost 000 Percent	age Ch	1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before Revision inancial Data After Revision Project: 3-97-0002 CMAP	Pre Action Fed (00 Change \$55	HRA Fund Source HRA ILL -Revision leral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650	09 FFY 09 10 Ch Fe (0	4000 Total Cost 4000 3000	4 F	000 ederal Cost 000	age Cha	1-77953-1700 Segment 1-77953-1700 1-77953-2700
rinancial Data Before tevision Financial Data After Revision Project: 3-97-0002 CMAP CLEAN AIR PUBLIC INFORMATION	Pre Action Fed (00 Change \$55 AT REGIONWIDE C	HRA Fund Source HRA ILL -Revision leral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650	09 FFY 09 10 Ch Fe (0	4000 Total Cost 4000 3000 mange in deral Funds	4 F	000 ederal Cost 000 Percent	age Cha	1-77953-1700 Segment 1-77953-1700 1-77953-2700
rinancial Data Before Revision rinancial Data After Revision Project: 3-97-0002 CMAP ELEAN AIR PUBLIC INFORMATION Completion Year Before Revision	Action Fed OCC + SSS AT REGIONWIDE Con: Unspecified	HRA Fund Source HRA ILL -Revision leral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650	09 FFY 09 10 Ch Fe (0	4000 Total Cost 4000 3000 mange in deral Funds	4 F	000 ederal Cost 000 Percent	age Cha	1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before levision inancial Data After Revision project: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 LLEAN AIR EDUCATION (CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS	09 FFY 09 10 Ch Fe (0	4000 Total Cost 4000 3000 mange in deral Funds	4 F	000 ederal Cost 000 Percent	age Cha	1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before levision inancial Data After Revision project: 3-97-0002 CMAP ILEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Revision project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - EX MISCELLANEOUS - EX	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS KEMPT PROJECTS	09 FFY 09 10 CH Fe (0	4000 Total Cost 4000 3000 nange in deral Funds 00)	4 F 4	Percent		1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before tevision inancial Data After Revision roject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Rev project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision:	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 LLEAN AIR EDUCATION (CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS	09 FFY 09 10 CH Fe (0	4000 Total Cost 4000 3000 mange in deral Funds	4 F 4	000 ederal Cost 000 Percent		1-77953-1700 Segment 1-77953-1700 1-77953-2700
inancial Data Before tevision inancial Data After Revision iroject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Revision project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision:	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (CLEAN AIR EDUCATION CLEAN AIR EDUCATION CLEAN AIR EDUCATION CLEAN AIR EDUCATION (CLEAN EDUCATION CLEAN EDUCATION EDUCATION EDUCATION CLEAN EDUCATION EDUCATION EDUCATION EDUCATION EDUCATION EDUCATION	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS FROJECTS Project Phase IMPLEMENTATION	09 FFY 09 10 CH Fe (0 \$;	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 199 688	4 F 4	Percent 200% Federal 550	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded
rinancial Data Before Revision rinancial Data After Revision roject: 3-97-0002 CMAP ELEAN AIR PUBLIC INFORMATION Completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision:	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 LEAN AIR EDUCATION O MISCELLANEOUS - EX MISCELLANEOUS - EX Fund Source CMAQ Fund Source	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS FOJECTS Project Phase IMPLEMENTATION Project Phase	09 FFY 09 10 CH Fe (0 \$	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 09 688 FFY Total	4 F 4	Percent 200% Federal 550 Federal	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment
rinancial Data Before Revision rinancial Data After Revision roject: 3-97-0002 CMAP ELEAN AIR PUBLIC INFORMATION Completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision:	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (CLEAN AIR EDUCATION CLEAN AIR EDUCATION CLEAN AIR EDUCATION CLEAN AIR EDUCATION (CLEAN EDUCATION CLEAN EDUCATION EDUCATION EDUCATION CLEAN EDUCATION EDUCATION EDUCATION EDUCATION EDUCATION EDUCATION	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS FROJECTS Project Phase IMPLEMENTATION	09 FFY 09 10 CH Fee (0	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 199 688	4 F 4	Percent 200% Federal 550	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded
rinancial Data Before Revision rinancial Data After Revision roject: 3-97-0002 CMAP ELEAN AIR PUBLIC INFORMATION Completion Year Before Revision roject Work Types Before Revision roject Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision:	HRA Fund Source HRA ILL -Revision leral Funds 0) 0 LEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS (EMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION	09 FFY 09 10 Ct Fe (0 \$	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 09 688 FFY Total 19 688	4 F 4	Percent 200% Federal 550 Federal 550	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment
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inancial Data Before levision inancial Data After Revision roject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision roject Work Types Before Rev roject Work Types After Revision roject Work Types After Revision linancial Data Before levision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified rision:	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION OF MISCELLANEOUS - EX MISCELLANEOUS - EX Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ -Revision	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS FROJECTS Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision	09 FFY 09 10 Ch Fe (00 \$:	4000 Total Cost 4000 3000 nange in deral Funds 00) 11100 FFY Total 199 688 FFY Total 199 688 199 688 100 660 11 660	4 F 4	Percent 200% Federal 550 Federal 550 550 550	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
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inancial Data Before evision inancial Data After Revision roject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION ompletion Year Before Revisio ompletion Year After Revision roject Work Types Before Rev roject Work Types After Revision inancial Data Before evision inancial Data After Revision roject: 3-99-0006 CMAP	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified 1: Unspecified vision: sion: Action Fed (00 Change \$16	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS (EMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION FOST-Revision Federal Funds	09 FFY 09 10 Ct Fe (0) \$:	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 200% Federal 550 Federal 550 550 550	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
inancial Data Before evision inancial Data After Revision roject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION ompletion Year Before Revision ompletion Year Before Revision roject Work Types After Revision roject Work Types After Revision inancial Data Before evision inancial Data After Revision roject: 3-99-0006 CMAP EGIONWIDE AT ULTRA-LOW EMIS	Action Free (00 Change \$55 AT REGIONWIDE (00 in: Unspecified i	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000)	09 FFY 09 10 Ct Fe (0 \$	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 550 Federal 550 550 Federal	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
inancial Data Before levision inancial Data After Revision iroject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Revision roject Work Types After Revision inancial Data Before levision inancial Data After Revision iroject: 3-99-0006 CMAP EGIONWIDE AT ULTRA-LOW EMIS completion Year Before Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified i: Unspecified vision: Fed Action Fed OChange \$16 SSION VEHICLE FU on: Unspecified	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Post-Revision Federal Funds (000)	09 FFY 09 10 Ct Fe (0 \$	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 550 Federal 550 550 Federal	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
inancial Data Before levision inancial Data After Revision iroject: 3-97-0002 CMAP LEAN AIR PUBLIC INFORMATION completion Year Before Revision project Work Types Before Revision project Work Types After Revision inancial Data Before levision inancial Data After Revision iroject: 3-99-0006 CMAP EGIONWIDE AT ULTRA-LOW EMIS completion Year Before Revision completion Year Before Revision	Action Fed (00 Change \$55 AT REGIONWIDE Con: Unspecified rision: Action Fed (00 Change \$16 SSION VEHICLE FU on: Unspecified 1: Unspecified 1	HRA Fund Source HRA ILL -Revision eral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0)	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN KEMPT PROJECTS (EMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Fost-Revision Federal Funds (000) \$1694	09 FFY 09 10 Ct Fe (0 \$	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 550 Federal 550 550 Federal	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
rinancial Data Before Revision Project: 3-97-0002 CMAP REGIONNIDE AT ULTRA-LOW EMIS Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE (00 In: Unspecified in	HRA Fund Source HRA ILL -Revision leral Funds 0) 0 LEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0) 94 EL INFRASTRUCTURE	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Federal Funds (000) \$1694	09 FFY 09 10 Ct Fe (0 \$	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 550 Federal 550 550 Federal	Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: 13-97-0002 CMAP CLEAN AIR PUBLIC INFORMATION Completion Year Before Revision Project Work Types Before Revision Financial Data Before Revision Project: 13-99-0006 CMAP REGIONWIDE AT ULTRA-LOW EMIS Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE (00 In: Unspecified in	HRA Fund Source HRA ILL -Revision leral Funds 0) 0 LEAN AIR EDUCATION (MISCELLANEOUS - EX MISCELLANEOUS - EX MISCELLANEOUS - EX Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ -Revision leral Funds 0) 94 EL INFRASTRUCTURE	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Federal Funds (000) \$1694	09 FFY 09 10 CH Fee (00 \$: Ch Fee (00	4000 Total Cost 4000 3000 mange in defal Funds 00) 1100 FFY Total 199 688 FFY Total 199 688 10 660 11 660 mange in defal Funds 00)	4 F 4	Percent 550 Federal 550 550 Federal	Cost Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
Financial Data Before Revision Financial Data After Revision Financial Data After Revision Project: 13-97-0002 CMAP CLEAN AIR PUBLIC INFORMATION Completion Year Before Revision Project Work Types Before Revision Financial Data Before Revision Project: 13-99-0006 CMAP REGIONWIDE AT ULTRA-LOW EMIS Completion Year After Revision Project Work Types Before Revision Project Work Types After Revision	Action Fed (00 Change \$55 AT REGIONWIDE (00 In: Unspecified in	HRA Fund Source HRA ILL -Revision leral Funds 0) 0 LEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ CMAQ -Revision eral Funds 0) 94 EL INFRASTRUCTURE MISCELLANEOUS - E) MISCELLANEOUS - E) MISCELLANEOUS - E	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Federal Funds (000) \$1694	09 FFY 09 10 Ch Fee (00 \$ Ch Fee (00 Fee (00	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 99 688 FFY Total 99 688 10 660 11 660 nange in deral Funds 00) 0	4 F 4	Percent 200% Federal 550 Federal 550 550 Percent 0%	Cost Cost	1-77953-1700 Segment 1-77953-1700 1-77953-2700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded
Financial Data Before Revision Financial Data After Revision Project: 13-97-0002 CMAP CLEAN AIR PUBLIC INFORMATION Completion Year Before Revision Project Work Types Before Revision Project Work Types After Revision Revision Financial Data Before Revision Financial Data After Revision	Action Fed (00 Change \$55 AT REGIONWIDE (00 In: Unspecified in	HRA Fund Source HRA ILL -Revision oral Funds 0) 0 CLEAN AIR EDUCATION (MISCELLANEOUS - E) MISCELLANEOUS - E) Fund Source CMAQ CMAQ CMAQ CMAQ CMAQ CMAQ CMAQ CMAQ	CONSTRUCTION Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION Post-Revision Federal Funds (000) \$1650 CAMPAIGN CEMPT PROJECTS Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION Federal Funds (000) \$1694 CEMPT PROJECTS CEMPT PROJECTS CEMPT PROJECTS CEMPT PROJECTS CEMPT PROJECTS CEMPT PROJECTS Project Phase	09 FFY 09 10 CH Fee (00 \$ 1	4000 Total Cost 4000 3000 nange in deral Funds 00) 1100 FFY Total 199 688 FFY Total 199 680 11 660 11 660 nange in deral Funds 00) 100 Total 100 Tota	Cost Cost	Percent 200% Federal 550 Federal 550 550 Percent 0%	Cost age Ch	1-77953-1700 Segment 1-77953-1700 1-77953-2700 1-77953-2700 ange Segment Awarded Segment Awarded Awarded

Project:		Action	Pre-Revision Federal Funds (000)		evision I Funds			ge in ral Funds)		Percentage Chang	e
16-08-0015	CTA	Change	\$0	\$0			\$ 0				
CTA - 110.014 REAL											
Completion Year B Completion Year A											
Project Work Type				OMMUNICATIONS							
Project Work Type			CPS - C	OMMUNICATIONS							
Financial Data Bef	ore		Fund S	ource Proje	ct Phase		FF	Y Total Cos	+	Federal Cost	Segment
Revision									-		_
			RTA SB		EMENTATIO EMENTATIO		09 09			0	ICE SB
Financial Data Afte	ar Pavisio	n	Fund S		ct Phase	/IN	FF			Federal Cost	Segment
rillaliciai Data Alte	ei Kevisioi		RTA	-	EMENTATIO	N	09	1897		0	ICE
			SB		EMENTATIO		09	474		0	102
			Pre-Revision		Revision			nge in			
Project:		Action	Federal Funds (000)	(000)	al Funds		(000	eral Funds		Percentage Chang	je
17-94-0002	Pace	Change	\$9655	\$9655			\$ 0	,		0%	
ACE-PURCHASE REF	PLACEMENT	Γ AND EXPA	NSION VANS FROM (REGIONWIDE) SYSTEM	IWIDE- PUR	RCHAS	SE VANS; MIN	IOR EXPANSION	OF FLEE	T	
Completion Year B			2								
Completion Year A											
Project Work Type				- REPLACE EXISTING \							
Project Work Type		vision:	ROLLING STOCK	- REPLACE EXISTING \	VEHICLES						
inancial Data Bef Revision	ore		Fund Source	Project Phase	FF	Υ	Total Cost	Federal Co	st	Segment	
			CMAQ	IMPLEMENTATION	09)	2850	2850			
			RTA	IMPLEMENTATION			4400	0		INTEND TO APPLY F	OR CMAQ
			ILLT	IMPLEMENTATION			675	0			
			ILLT	IMPLEMENTATION	12	2	1050	0			
			ILLT	IMPLEMENTATION	11	l	1125	0			
			5307	IMPLEMENTATION	11	L	855	855			
			RTA	IMPLEMENTATION			4395	0		INTEND TO APPLY F	OR CMAQ
			5307	IMPLEMENTATION			5950	5950			
			5307	IMPLEMENTATION			4275	4275			
			ILLT	IMPLEMENTATION			1050	0		INTEND TO ADDIVE	OD CMAO
inancial Data Afte	ar Bayisia		RTA Fund Source	IMPLEMENTATION	11 FF		5400 Total Cost	Federal Co	.	INTEND TO APPLY FO	UR CMAQ
inanciai Data Arte	er Kevisioi	п	RTA	Project Phase IMPLEMENTATION			5400	nederal Co	St	Segment INTEND TO APPLY F	OP CMAO
			CMAQ	IMPLEMENTATION			2850	2850		INTEND TO AFFEI IT	OK CHAQ
			RTA	IMPLEMENTATION			4400	0		INTEND TO APPLY F	OR CMAO
			ILLT	IMPLEMENTATION			675	0			
			ILLT	IMPLEMENTATION	12	2	1050	0			
			ILLT	IMPLEMENTATION	11	L	1125	0			
			5307	IMPLEMENTATION	11	L	855	855			
			RTA	IMPLEMENTATION	13	3	4395	0		INTEND TO APPLY F	OR CMAQ
			5307	IMPLEMENTATION			5950	5950			
			5307	IMPLEMENTATION		YB	4275	4275			
			ILLT	IMPLEMENTATION	13	3	1050	0			
roject:		Action	Pre-Revision Federal Funds	Federa	Revision al Funds		Fede	nge in eral Funds		Percentage Chang	je
17-04-0000	Page	Change	(000) ¢32160	(000)	1		(000 \$ 126	-		3 020%	
7-94-0009 ACE-PURCHASE/REI	Pace	Change ATRANSIT V	\$32160	\$33420	,		\$ 120	50		3.92%	
Completion Year B Completion Year A											
roject Work Type				REPLACE EXISTING VE	HICLES						
roject Work Type	s After Re	vision:	ROLLING STOCK -	REPLACE EXISTING VE	HICLES						
inancial Data Bef	ore		Fund Source	Project Phase	FFY	Tota	al Cost F	ederal Cost	Segm	ient	
evision				•	09				_		
			TRA 5307	IMPLEMENTATION IMPLEMENTATION	12	132 ⁴ 5100		3248 100	ARRA		
			5307	IMPLEMENTATION	MYB	1011		0115			
			5307	IMPLEMENTATION	13	1113		1135			
			5309C	IMPLEMENTATION	10	1300		300			
			5307	IMPLEMENTATION	09	1377		377			
inancial Data Afte	er Revisio	n	Fund Source	Project Phase	FFY			ederal Cost	Segm	ent	
			5307	IMPLEMENTATION	09	1377	7 1	377	-		
			TRA	IMPLEMENTATION	09	1324	18 1	3248	ARRA		
			5307	IMPLEMENTATION	12	5100		100			
			5307	IMPLEMENTATION	MYB	1011		0115			
			5307	IMPLEMENTATION	13	1113		1135			
			5309C	IMPLEMENTATION	10	1300	ı 1	300			
			EnRA	IMPLEMENTATION	10	1260		260	11.	TIGGER funding throu	

Pre-Revision Post-Revision Change in

Project:	Action	Federal Funds (000)	Federal Funds (000)	Federal (000)	Funds	Percentage Chang	ge
7-94-0035 Pace	Change	\$3240	\$3090	\$ -150		-4.63%	
ACE-BUS STOP IMPROVEMENT							
ompletion Year Before Rev							
ompletion Year After Revis oject Work Types Before I	•		FACILITIES/EQUIPMENT				
oject Work Types Belore i			FACILITIES/EQUIPMENT				
nancial Data Before	evisioii.	TACILITI - SHOP I	ACILITIES/EQUIFFIENT				
evision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	MYB	500	500	
		5307	IMPLEMENTATION	10	150	150	
		5307	IMPLEMENTATION	09	300	300	
		5307	IMPLEMENTATION	11	750	750	
		NEWF	IMPLEMENTATION	10	600	600	
		5307	IMPLEMENTATION	13	500	500	
		5309C	IMPLEMENTATION	10	440	440	
		5307	IMPLEMENTATION	12	500	500	
inancial Data After Revisio	n	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	12	500	500	
		5307	IMPLEMENTATION	MYB	500	500	
		5307	IMPLEMENTATION	10	600	600	
		5307	IMPLEMENTATION	09	300	300	
		5307	IMPLEMENTATION	11	750	750	
		NEWF	IMPLEMENTATION	10	0	0	
		5307	IMPLEMENTATION	13	500	500	
		5309C	IMPLEMENTATION	10	440	440	
		Pre-Revision	Post-Revision	Change		_	
roject:	Action	Federal Funds	Federal Funds	Federa	I Funds	Percentage Chan	ge
8-04-0561 CMAP	Change	(000) ¢408	(000) \$408	(000) ¢ ∩		0%	
8-04-0561 CMAP RAYLAND STATION PARKING-	Change	\$408	\$408	\$ 0		U70	
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ompletion Year Before Rev ompletion Year After Revis							
Project Work Types Before I		PARKING - FYPAN	ND NUMBER OF SPACES				
roject Work Types Before i			ND NUMBER OF SPACES				
inancial Data Before							-
Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	09	510	408	
inancial Data After Revisio	n	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
				rr i			
		CMAQ	CONSTRUCTION	10	510	408	
			=		510	408	
		CMAQ Pre-Revision	CONSTRUCTION Post-Revision	10 Change	e in		
	Action	CMAQ Pre-Revision Federal Funds	CONSTRUCTION Post-Revision Federal Funds	10 Change Federa		408 Percentage Chan	ge
Project:		CMAQ Pre-Revision Federal Funds (000)	CONSTRUCTION Post-Revision Federal Funds (000)	Change Federa (000)	e in		ge
Project: 8-08-1700 Metra	Change	Pre-Revision Federal Funds (000) \$0	CONSTRUCTION Post-Revision Federal Funds	10 Change Federa	e in		ge
Project: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE	Change ER CARS AT REG	Pre-Revision Federal Funds (000) \$0	CONSTRUCTION Post-Revision Federal Funds (000)	Change Federa (000)	e in		ge
Project: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE Completion Year Before Rev	Change ER CARS AT REG	Pre-Revision Federal Funds (000) \$0	CONSTRUCTION Post-Revision Federal Funds (000)	Change Federa (000)	e in		ge
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Rev completion Year After Revis	Change ER CARS AT REG vision: 2017 sion: 2017	Pre-Revision Federal Funds (000) \$0 SIONWIDE	Post-Revision Federal Funds (000) \$0	Change Federa (000)	e in		ge
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Rev ompletion Year After Revis roject Work Types Before I	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK -	CONSTRUCTION Post-Revision Federal Funds (000)	Change Federa (000)	e in		ge
roject: 3-08-1700 Metra JRCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types Before I roject Work Types After Rev	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK -	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES	Change Federa (000) \$ 0	e in I Funds	Percentage Chan	
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK -	Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES	Change Federa (000)	e in		ge Segment
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK -	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES	Change Federa (000) \$ 0	e in I Funds	Percentage Chan	
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase	Change Federa (000) \$ 0	e in I Funds Total Cost	Percentage Chan	Segment
roject: 3-08-1700 Metra JRCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	Change Federa (000) \$ 0	e in I Funds Total Cost 79140	Percentage Chan Federal Cost	Segment 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540	Percentage Chan Federal Cost 0 0	Segment 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540 148340	Percentage Chan Federal Cost 0 0 0	Segment 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types After Revis inancial Data Before	Change ER CARS AT REG vision: 2017 sion: 2017 Revision:	CMAQ Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	Change Federa (000) \$ 0 FFY 10 11 12 MYB	Total Cost 79140 147540 148340 1	Percentage Chan Federal Cost 0 0 0	Segment 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before levision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	Change Federa (000) \$ 0 FFY 10 11 12 MYB 09	Total Cost 79140 147540 148340 1 290700	Percentage Chan Federal Cost 0 0 0 0	Segment 3913 3913 3913 3913
Project: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE Completion Year Before Revi Completion Year After Revis Project Work Types Before I Project Work Types After Revision Elevision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	CMAQ Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540 148340 1 290700 1000	Percentage Chan Federal Cost 0 0 0 0 0 800	Segment 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION Project Phase	Change Federa (000) \$ 0 FFY	Total Cost 79140 147540 148340 1 290700 1000 Total Cost	Percentage Chan Federal Cost 0 0 0 0 0 Federal Cost	Segment 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION Project Phase IMPLEMENTATION	Change Federa (000) \$ 0 FFY	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000	Federal Cost 0 0 0 0 0 Federal Cost 800	Segment 3913 3913 3913 3913 3913 Segment
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 GIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT 5307 Fund Source 5307 ILLT	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	Change Federa (000) \$ 0 FFY	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500	Percentage Chan Federal Cost 0 0 0 0 Federal Cost 800 Federal Cost 800 0	Segment 3913 3913 3913 3913 3913 Segment 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before levision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	CMAQ Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300	Percentage Chan Federal Cost 0 0 0 0 800 Federal Cost 800 0 0	Segment 3913 3913 3913 3913 3913 Segment 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	CMAQ Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913
roject: 3-08-1700 Metra JRCHASE BI-LEVEL COMMUTE completion Year Before Revion completion Year After Revis completion Year After Revis roject Work Types Before I roject Work Types After Revis nancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	Change Federa (000) \$ 0	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1	Percentage Chan Federal Cost 0 0 0 0 0 Federal Cost 800 Federal Cost 800 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before evision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	FFY 10 11 12 MYB 10 11 12 MYB 10 11 12 MYB 10 10 11 12 MYB 10 10 11 12 MYB 10 10 10 10 10 MYB 10 10 10 10 10 MYB 10 10 10 10 10 MYB 10 10 10 10 MYB 10 10 10 10 MYB 10 10 10 10 10 MYB 10 MYB 10 10 MYB	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types Before I roject Work Types After Re inancial Data Before levision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913
Project: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE Completion Year Before Revisor Project Work Types Before I Project Work Types After Revision Levision Inancial Data Before Levision	Change ER CARS AT REG vision: 2017 Sion: 2017 Revision: evision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT IL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	FFY 10 11 12 MYB 10 11 MYB 10 M	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Revi ompletion Year After Revis roject Work Types After Revi inancial Data Before evision	Change ER CARS AT REG Tision: 2017 Sion: 2017 Revision: Parision:	CMAQ Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	FFY 10 11 12 MYB 10 11 MYB 10 M	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year Before Revi completion Year After Revis roject Work Types After Re inancial Data Before inancial Data After Revision	Change ER CARS AT REG Tision: 2017 Sion: 2017 Revision: Parision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 13 Change Federa	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
Project: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE Completion Year Before Revi Oroject Work Types Before Revision Inancial Data Before Revision Inancial Data After Revision	Change ER CARS AT REG vision: 2017 Revision: 2017 Revision: Action Change	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMEN	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13 Change Federa (000)	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE ompletion Year Before Rev ompletion Year After Revis roject Work Types After Re inancial Data Before evision inancial Data After Revisio roject: 8-08-2500 Metra letra - RAIL BRIDGES AT REGI ompletion Year Before Revision	Change ER CARS AT REG Inision: 2017 Revision: 2017 Revision: Action Change ONWIDE rision: Unspeci	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMEN	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13 Change Federa (000)	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra JRCHASE BI-LEVEL COMMUTE completion Year After Revision roject Work Types After Revision nancial Data Before evision roject: 8-08-2500 Metra etra - RAIL BRIDGES AT REGI completion Year Before Revision	Change ER CARS AT REG vision: 2017 Revision: 2017 Revision: Change ONWIDE vision: Unspecision:	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPL	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13 Change Federa (000)	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra URCHASE BI-LEVEL COMMUTE completion Year After Revis roject Work Types After Revis inancial Data Before evision inancial Data After Revision completion Year After Revision roject: 8-08-2500 Metra etra - RAIL BRIDGES AT REGI completion Year After Revision roject Work Types Before Revision	Change ER CARS AT REG vision: 2017 Revision: 2017 Revision: Change ONWIDE vision: Unspeci Revision: Unspeci Revision: Unspeci	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	CONSTRUCTION Post-Revision Federal Funds (000) \$0 REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPLEMEN	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13 Change Federa (000)	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913
roject: 8-08-1700 Metra JRCHASE BI-LEVEL COMMUTE completion Year After Revision roject Work Types After Revision nancial Data Before evision roject: 8-08-2500 Metra etra - RAIL BRIDGES AT REGI completion Year Before Revision	Change ER CARS AT REG vision: 2017 Revision: 2017 Revision: Change ONWIDE vision: Unspeci Revision: Unspeci Revision: Unspeci	Pre-Revision Federal Funds (000) \$0 SIONWIDE ROLLING STOCK - ROLLING STOCK - ROLLING STOCK - Fund Source ILLT ILLT ILLT ILLT ILLT ILLT ILLT ILL	REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES REPLACE EXISTING VEHICLES Project Phase IMPLEMENTATION IMPL	FFY 10 11 12 MYB 09 MYB FFY MYB 10 11 12 MYB 09 13 Change Federa (000)	Total Cost 79140 147540 148340 1 290700 1000 Total Cost 1000 74500 72300 65100 1 290700 82400	Percentage Chan Federal Cost 0 0 0 0 0 800 Federal Cost 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Segment 3913 3913 3913 3913 Segment 3913 3913 3913 3913 3913 3913

Project: 18-09-3010 Metra Signal System Upgrades Regionw Completion Year Before Revisic Project Work Types Before Re	ion: Unspecifie on: Unspecifie	d	Post-Revision Federal Funds (000) \$400 oded track, fiber op		Change Federal (000) \$ 0		Percentage Ch	nange
18-09-3010 Metra Signal System Upgrades Regionw	Change de AT including	Federal Funds (000) \$400 CWT, Bi-directional, o	Federal Funds (000) \$400		Federal (000)		_	nange
		Federal Funds (000)	Federal Funds (000)		Federal (000)		_	nange
Droject:	Action						Percentage Ch	22000
		ILL	IMPLEMENTATION		09	6100	0	4335
		ILLT	IMPLEMENTATION IMPLEMENTATION		11	7500 7500	0	
		ILLT ILLT	IMPLEMENTATION		10 11	5000 7500	0	
		ILLT	IMPLEMENTATION		09	500	0	
nancial Data After Revision		Fund Source			FFY	Total Cost	Federal Cost	Segment
		ILLT	IMPLEMENTATION		09	500	0	GCCL
		ILLT ILL	IMPLEMENTATION IMPLEMENTATION		12 09	5000 6100	0	4335
		ILLT	IMPLEMENTATION		11	5000	0	
		ILLT	IMPLEMENTATION		10	10000	0	
evision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
roject work Types After Rev Inancial Data Before	131011.				proper *	Tabal Cons	Fadoust 6 - 1	
roject Work Types Before Re roject Work Types After Rev			US - EXEMPT PROJECTS US - EXEMPT PROJECTS					
ompletion Year After Revision			UC EVENDT PROJECTS					
ompletion Year Before Revis								
letra - Create ROW Acquisition A	-	1.5	τ-		т -			
8-09-2400 Metra	Change	(000) \$0	(000) \$0		(000) \$ 0			
roject:	Action	Federal Funds	Federal Funds		Federal		Percentage Ch	nange
		Pre-Revision	Post-Revision		Change			
		ILLT	IMPLEMENTATION	13	40100	0	p-039,	al-405, an-411
		ILLT	IMPLEMENTATION	12	4700	0		an-411
		ILLT	IMPLEMENTATION	MYB	98870	0		an-411
		ILLT	IMPLEMENTATION	11	17850	0		an-411
		5309B ILLT	IMPLEMENTATION IMPLEMENTATION	09 10	5790 16300	4632 0	al-405	an-411
		5307	IMPLEMENTATION	09	5850 5700	4680		
inancial Data After Revision		Fund Source	Project Phase	FFY	Total Co		ost Segme	ent
		5307	IMPLEMENTATION	09	5850	4680		
		ILLT	IMPLEMENTATION	12	26310	0		an-411
		ILLT	IMPLEMENTATION	MYB	98870	0		an-411
		ILLT	IMPLEMENTATION	11	37760	0		an-411
		ILLT	IMPLEMENTATION IMPLEMENTATION	10	49860	4632 0	al-405	an-411
keviSiON		5309B	IMPLEMENTATION	09	5790	4632		
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Co	st Federal Co	ost Segme	ent
	-		ACILITIES/EQUIPMENT					
Project Work Types After Rev	ision:	VEHICLE FACILITY - FACILITY - TOWERS						
Project Work Types Before Re	vision:		ACILITIES/EQUIPMENT					
Completion Year Before Revision Pear After Revision	on: Unspecifie	d						
ARDS, SHOPS, FACILITIES AT R	EGIONWIDE		•		•			
.8-08-4200 Metra	Change	(000) \$9312	(000) \$9312		(000) \$ 0		0%	-
Project:	Action	Pre-Revision Federal Funds	Post-Revision Federal Funds		Change Federal		Percentage Ch	nange
		ILLT	IMPLEMENTATION	13	50000	0	211	2 plus
		ILLT	IMPLEMENTATION	12	40000	0	211	2 plus
		ILLT	IMPLEMENTATION	11	30000	0	211	
		ILLT	IMPLEMENTATION	10	45000	0	211	
		5309B TRA5309	IMPLEMENTATION IMPLEMENTATION	09 09	6000 1000	4800 1000		7, 4337 6, 3922 - ARRA
		5307 5300B	IMPLEMENTATION	09	8800	7040		9 etc,
Financial Data After Revision		Fund Source	Project Phase	FFY	Total (-	ment
		5307	IMPLEMENTATION	09	8800	7040		9 etc,
		ILLT	IMPLEMENTATION	MYB	47200	0	211	2
		ILLT	IMPLEMENTATION	11	48200	0	211	
		ILLT	IMPLEMENTATION IMPLEMENTATION	10	39800	0	211	.2
		TRA5309		09	1000	1000	302	.6, 3922 - ARRA



233 South Wacker Drive Suite 800, Sears Tower Chicago, IL 60606

312-454-0400 (voice) 312-454-0411 (fax) www.cmap.illinois.gov

MEMORANDUM

To: CMAP Transportation Committee

Date: December 29, 2009

From: CMAP Staff

Re: Semi-annual TIP/RTP Conformity Analysis and TIP Amendments

In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. All programmers were contacted and requested to submit any changes. CMAP staff received responses from all programmers and specific changes are listed in the attached reports. Staff received over 200 change requests but, of these changes, only 58 projects required conformity action

There were twenty-four projects that required work type changes including adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt. If the existing work type was already conformed, no additional action was required.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road, signal timing or extending a rail line.

Other changes include twelve new projects and nine deleted projects. Also, there were nine projects with limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

Eighty five projects changed completion years. Completion years indicate when a project is anticipated to be in service to users and determines what analysis years the project will be considered in. The current conformity analysis includes three analysis years, 2010, 2020 and 2030. When a 100309conformityTC

project's completion year change puts it into a different analysis year, a new conformity analysis is required. Thirty percent of those projects had a completion year change affecting the analysis year.

Chart 1 shows a break-down of the type of project changes requested.

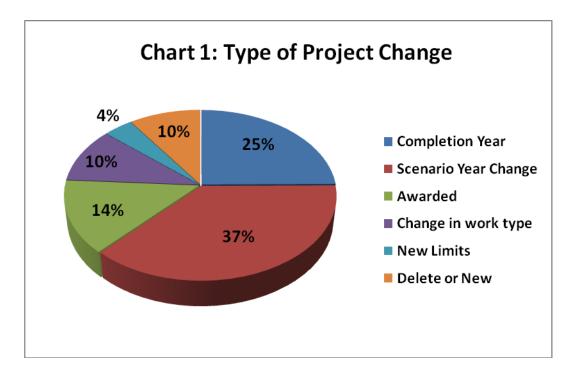
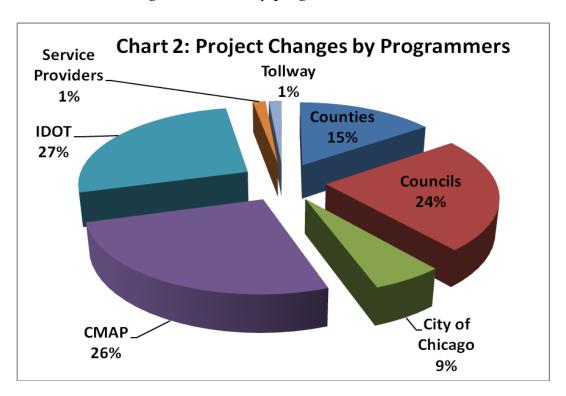


Chart 2 is a break-down of changes submitted by programmer



100309conformityTC 2



Non-Exempt Projects Requiring Conformity Determination

Released for Public Comment on January 6, 2010

Project: 01-03-0002 Chicago Department of STONY ISLAND AVE FROM MIDWAY	•		PROJECT	Pre-Revision ederal Funds (000) \$4,732	Post-Revision Federal Funds (000) \$4,732	Change in Federal Funds (000) \$0	Change	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:		` ,	` ,					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Financial Data Before Revision	Fund Source CMAQ CMAQ	Project Phase CONSTRUCTION ENGINEERING	FFY 10 09	Total Cost \$5,440 \$475	Federal Cost \$4,352 \$380	Seg	ment	Awarded
Financial Data After Revision	CMAQ CMAQ	ENGINEERING CONSTRUCTION	09 10	\$475 \$5,440	\$380 \$4,352	ENG1/ENG2		
01-06-0013 Chicago Department of STATE ST FROM 39TH ST (COOK) TO	-			\$440	\$440	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	HIGHWA'	EMENT - LANDSCAPING Y/ROAD - CONTINUOUS Y/ROAD - RECONST WIT	BI-DIRECTION					
Project Work Types After Revision:	HIGHWA'	EMENT - LANDSCAPING Y/ROAD - CONTINUOUS Y/ROAD - RECONST WIT	BI-DIRECTION					
Financial Data Before Revision	Fund Source HPP	Project Phase CONSTRUCTION	FFY 10	Total Cost \$550	Federal Cost \$440	Seg	ment	Awarded
Financial Data After Revision	HPP	CONSTRUCTION	10	\$550	\$440			

Project: 01-94-0063 Chicago Department of US 41 LAKE SHORE DR FROM 79TH	•		Action CHANGE PROJECT T (COOK)	Pre-Revi Federal F (000	unds	Post-Revi Federal Fu (000)	ınds	Change in Federal Funds (00 \$	Percei 0) Chang	•
Project Work Types Before Revision:	HIGHWA	Y/ROAD - ADD			IT (E.G. (CLEARANCE	≣)			
Project Work Types After Revision:	HIGHWA	Y/ROAD - ADE	RRIDOR IMPROVEM D LANES RTICAL/HORIZONTA		IT (E.G. (CLEARANCE	≣)			
Financial Data Before Revision Financial Data After Revision	Fund Source HPP ILL STP-L HPP ILL STP-L	Project Phase CONSTRUC' CONSTRUC' CONSTRUC' CONSTRUC' CONSTRUC'	TION 10 TION 10 TION 10 TION 10 TION 10	\$	Cost \$2,003 12,050 \$8,500 \$2,003 12,050 \$8,500	\$6	1,620 \$0 6,800 1,620 \$0	79TH TO 92N 79TH TO 92N S-MOD 79TH TO 92N 79TH TO 92N S-MOD	D D	Awarded
01-97-0087 Chicago Department of BROADWAY & SHERIDAN RD FROM	HOLLYW	OOD AVE (CC	,	OK)	1,492	\$	1,492	\$	0.0	0% Scenario Year Change
Project Work Types Before Revision: Project Work Types After Revision:			NECTS AND TIMING NECTS AND TIMING							
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ HPP CMAQ HPP	Project Phas ENGINEERIN CONSTRUC' ENGINEERIN CONSTRUC'	NG 10 TION 10 NG 10		Cost \$365 \$1,500 \$365 \$1,500	\$	ost \$292 1,200 \$292 1,200	s	egment	Awarded

				Pre-Revision ederal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Conformity
Project:		Action		(000)	(000)	Funds (000)	Change	Requirement
01-97-0088 Chicago Department of 87TH ST FROM WESTERN (COOK)	-		PROJECT	\$3,608	\$3,608	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Financial Data Before Revision	Fund Source CMAQ CMAQ HPP	Project Phase ENGINEERING CONSTRUCTION CONSTRUCTION	FFY 09 11 11	Total Cost \$250 \$3,760 \$500	Federal Cost \$200 \$3,008 \$400	Segi	ment	Awarded
Financial Data After Revision	CMAQ CMAQ HPP	ENGINEERING CONSTRUCTION CONSTRUCTION	09 11 11	\$250 \$3,760 \$500	\$200 \$3,008 \$400			
01-97-0093 Chicago Department of 95TH ST FROM WESTERN AVE (CO	•		PROJECT	\$7,913	\$7,913	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Financial Data Before Revision	Fund Source CMAQ CMAQ	Project Phase ENGINEERING CONSTRUCTION	FFY 09 11	Total Cost \$117 \$9,775	Federal Cost \$93 \$7,820	Segi	ment	Awarded
Financial Data After Revision	CMAQ CMAQ	ENGINEERING CONSTRUCTION	09 11	\$117 \$9,775	\$93 \$7,820			
01-02-0032 CMAP CENTRAL AVE FROM I- 55 STEVEN	SON EXPY	CHANGE F (COOK/CHICAGO) TO 55		\$686 OK/CHICAGO) MI	\$792 IDWAY AIRPORT CO	\$106 DRRIDOR SIGNA		Scenario Year Change NNECT
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	O TIMING					
Financial Data Before Revision	Fund Source CMAQ	Project Phase CONSTRUCTION	FFY 09	Total Cost \$990	Federal Cost \$686	Segi	ment	Awarded
Financial Data After Revision	CMAQ	CONSTRUCTION	11	\$990	\$792			

Chicago Metropolitan Agency for Planning December 31, 2009 Page 3 of 28

Non-Exempt Projects Requiring Conformity Determination

Project: 01-06-0006 CMAP CONGRESS PWY FROM FAU Michiga	an Avenue		PROJECT Street (COO	Pre-Revision Federal Funds (000) \$12,350 K) CONGRESS PA	Post-Revision Federal Funds (000) \$12,350 ARKWAY ITS SMART	Change in Federal Funds (000) \$0 CORRIDOR +	Percent Change 0.00%	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:	MISCELL SAFETY PEDESTI HIGHWA	- INTERCONNECTS AN ANEOUS - EXEMPT PRO - LIGHTING RIAN FACILITY Y/ROAD - RESURFACE CILITY IMPROVEMENTS	OJECTS (WITH NO	LANE WIDENING)				
Project Work Types After Revision:	MISCELL SAFETY PEDESTI HIGHWA	- INTERCONNECTS AN ANEOUS - EXEMPT PRO - LIGHTING RIAN FACILITY Y/ROAD - RESURFACE CILITY IMPROVEMENTS	OJECTS (WITH NO	LANE WIDENING)				
Financial Data Before Revision	Fund Source CMAQ HPP LRA	Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION	FF) 10 10 10	7 Total Cost \$3,688 \$500 \$9,000	Federal Cost \$2,950 \$400 \$9,000	Segr	ment	Awarded
Financial Data After Revision	CMAQ HPP LRA	CONSTRUCTION CONSTRUCTION CONSTRUCTION	10 10 10	\$3,688 \$500 \$9,000	\$2,950 \$400 \$9,000			
01-08-0003 CMAP SIGNAL CONRTOLLER AND UPGRAI			PROJECT	\$1,920	\$1,920	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AN	ID TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AN	ID TIMING					
Financial Data Before Revision	Fund Source CMAQ CMAQ	Project Phase ENGINEERING-II CONSTRUCTION	FFY 09 09	7 Total Cost \$400 \$2,000	Federal Cost \$320 \$1,600	Segr	ment	Awarded
Financial Data After Revision	CMAQ CMAQ	IMPLEMENTATION CONSTRUCTION	11 11	\$400 \$2,000	\$320 \$1,600			

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project: 01-09-0003 CMAP MORGAN ST STATION-GREEN/PINK	(LINES FF	Action CHANGE P ROM (COOK/CHICAGO) M	ROJECT	Pre-Revision Federal Funds (000) \$8,000 T AT LAKE STREE	Post-Revision Federal Funds (000) \$8,000	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:	STATION	I - NEW						
Project Work Types After Revision:	STATION	I - NEW						
Financial Data Before Revision	Fund Source CMAQ	Project Phase CONSTRUCTION	FFY 09	7 Total Cost \$32,000	Federal Cost \$8,000	Seg	ment	Awarded
Financial Data After Revision	CMAQ	CONSTRUCTION	10	\$32,000	\$8,000			
01-97-0085 CMAP STREETERVILLE FROM (COOK/CHI	,			\$3,170	\$3,170	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ	Project Phase CONSTRUCTION CONSTRUCTION	FFY 09 10	Total Cost \$3,958 \$3,958	Federal Cost \$3,170 \$3,170	Seg	ment	Awarded
01-98-0080 CMAP US 14 PETERSON FROM IL 50 CICE	RO AVE (0	CHANGE P COOK/CHICAGO) TO RIDO		\$2,301 OOK/CHICAGO)	\$2,301	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ	Project Phase IMPLEMENTATION	FFY 09	\$2,877	Federal Cost \$2,301	ENG/CONST	ment	Awarded
Financial Data After Revision	CMAQ	IMPLEMENTATION	11	\$2,877	\$2,301	ENG/CONST		

Project: 02-02-9001 CMAP		Action CHANGE		Pre-Revision Federal Funds (000) \$14,108	Post-Revision Federal Funds (000) \$14,108	Change in Federal Funds (000)		Conformity Requirement Scenario Year Change
YELLOW LINE EXTENSION FROM D RTP PROJECT	EMPSTER	ST (COOK) TO OLD OR	CHARD RI	O (COOK) AND NEV	V INLINE STATION:	S ALONG EXISTIN	IG LINE	
Project Work Types Before Revision:	RAIL LIN							
Project Work Types After Revision:	RAIL LIN	E - EXTEND LINE I - NEW						
Financial Data Before Revision	Fund Source CMAQ	Project Phase IMPLEMENTATION	FF `	Y Total Cost \$17,635	Federal Cost \$14,108	Seg OAKTON NEW S	ment STATION	Awarded
Financial Data After Revision	CMAQ	IMPLEMENTATION	10	\$17,635	\$14,108	OAKTON NEW S	STATION	
02-04-0003 CMAP CHICAGO AVE FROM GROVE ST (C	OOK) TO	CHANGE SOUTH BLV (COOK)	PROJECT	\$649	\$649	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AN	ID TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AN	ID TIMING					
Financial Data Before Revision	Fund Source CMAQ	Project Phase CONSTRUCTION	FF `	Y Total Cost \$1,030	Federal Cost \$649	Seg Includes E3	ment	Awarded
Financial Data After Revision	CMAQ	CONSTRUCTION	10	\$1,030	\$649	Includes E3		

Project:		Action	=	Pre-Revision ederal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent	Conformity
07-08-0002 CMAP		CHANGE F	PRO IECT	\$452	\$452	\$0	Change	Requirement Scenario Year Change
NEW COMMUTER PARKING LOT FR	OM 171S1			·		ΨΟ	0.0070	occhano real onange
Project Work Types Before Revision:	PARKING	G - EXPAND NUMBER OF	SPACES					
Project Work Types After Revision:	PARKING	G - EXPAND NUMBER OF	SPACES					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Awarded
	CMAQ	CONSTRUCTION	09	\$400	\$320	J		
	CMAQ	ENGINEERING-I	09	\$25	\$20			Α
	CMAQ	ROW ACQUISITION	09	\$110	\$88			
	CMAQ	ENGINEERING-II	09	\$30	\$24			
Financial Data After Revision	CMAQ	ENGINEERING-I	09	\$25	\$20	awarded		
	CMAQ	CONSTRUCTION	11	\$400	\$320			
	CMAQ	ROW ACQUISITION	11	\$110	\$88			
	CMAQ	ENGINEERING-II	11	\$30	\$24			
07-08-0003 CMAP		CHANGE F	PROJECT	\$1,600	\$1,600	\$0	0.00%	Scenario Year Change
IL 83 147TH ST FROM HOMAN AVE (COOK/Mid	dlothian) TO WESTERN A	V (COOK/Po	sen)				
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AND	D TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	D TIMING					
Financial Data Before Revision	Fund							
	Source	Project Phase	FFY	Total Cost	Federal Cost		ment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600	Awarded		Α
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600	Awarded		
07-10-0003 CMAP		NEW PRO	JECT		\$408	\$408	999.99%	New Project
Lincoln Highway								
Project Work Types Before Revision:								
Project Work Types After Revision:		S - INTERCONNECTS AND RIAN FACILITY	D TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	CONSTRUCTION	10	\$510	\$408			

Chicago Metropolitan Agency for Planning December 31, 2009

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Non-Exempt Projects Requiring Conformity Determination

Project:		Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-10-0003 CMAP Glen Ellyn Rd		NEW PR	ROJECT		\$440	\$440	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS A	ND TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$40	\$32			
	CMAQ	CONSTRUCTION	11	\$510	\$408			
08-10-0004 CMAP Geneva Rd		NEW PR	ROJECT		\$484	\$484	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS A	ND TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$40	\$32			
	CMAQ	CONSTRUCTION	11	\$565	\$452			
09-01-0004 CMAP ORCHARD RD FROM US 30 (KANE)	TO INDIAN		E PROJECT	\$368	\$368	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS A	ND TIMING					
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS A	ND TIMING					
Financial Data Before Revision	Fund Source CMAQ	Project Phase CONSTRUCTION	FF [*] 12	Y Total Cost \$460	Federal Cost \$368	Seg	ment	Awarded
Financial Data After Revision	CMAQ	CONSTRUCTION	12	\$460	\$368			

Project:		Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-08-0006 CMAP RANDALL RD/ HUNTLEY RD		NEW PRO	DJECT	(***)	\$2,808	\$2,808		New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AN	ID TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$130	\$104	awarded		
	CMAQ	ENGINEERING-II	10	\$108	\$104	AWARDED		
	CMAQ	ENGINEERING	11	\$148	\$118	E3		
	CMAQ	CONSTRUCTION	11	\$1,488	\$1,190			
	CMAQ	ENGINEERING	11	\$148	\$102	E3		
	CMAQ	CONSTRUCTION	11	\$1,488	\$1,190			
09-09-0005 CMAP		CHANGE	PROJECT	\$103	\$103	\$0	0.00%	Scenario Year Change
KIMBAL ST/NATIONAL ST FROM ST	ATE ST (K	ANE/ELGIN) TO DUNDE	E AVE/VILL	A ST (KANE/ELGIN)			-
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AN	ID TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AN	ID TIMING					
Financial Data Before Revision	Fund Source	Project Phase CONSTRUCTION	FFY		Federal Cost	Seg	ment	Awarded
	CMAQ		09	\$129	\$103			
Financial Data After Revision	CMAQ	CONSTRUCTION	11	\$129	\$103			
09-09-0011 CMAP		CHANGE	PROJECT	\$540	\$540	\$0	0.00%	Scenario Year Change
ORCHARD RD FROM RANDALL RD	(KANE/NO	RTH AURORA) TO US 3	0 ROCHES	TER DR (KANE/MOI	NTGOMERY)			
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AN	ID TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AN	ID TIMING					
Financial Data Before Revision	Fund							
	Source	Project Phase	FFY		Federal Cost	Seg	ment	Awarded
	CMAQ	CONSTRUCTION	10	\$606	\$484			
	CMAQ	ENGINEERING-II	09	\$70	\$56			
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$70	\$56			
	CMAQ	CONSTRUCTION	11	\$606	\$484			

			1	Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Conformity
Project:		Action		(000)	(000)	Funds (000)	Change	Requirement
09-09-0012 CMAP		CHANGE PR	OJECT	\$802	\$802	\$0	0.00%	Scenario Year Change
RANDALL RD FROM DEAN ST (KANI	E/ST CHAI	RLES) TO MAIN ST (KANE/E	BATAVIA)				
Project Work Types Before Revision:	SIGNALS	3 - INTERCONNECTS AND T	TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Awarded
	CMAQ	CONSTRUCTION	10	\$902	\$722			
	CMAQ	ENGINEERING-II	09	\$100	\$80			
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$100	\$80			
	CMAQ	CONSTRUCTION	11	\$902	\$722			
09-10-0004 CMAP North Ave		NEW PROJE	СТ		\$112	\$112	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	6 - INTERCONNECTS AND	TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$16	\$13			
	CMAQ	CONSTRUCTION	11	\$119	\$99			
09-10-0005 CMAP Dunham/Kirk Rd		NEW PROJE	СТ		\$1,737	\$1,737	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	TIMING					
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$144	\$120			
	CMAQ	CONSTRUCTION	11	\$1,940	\$1,617			

Project: 09-10-0006 CMAP Farnsworth Ave Project Work Types Before Revision:		Action NEW PROJ	JECT	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000) \$1,076	Change in Federal Funds (000) \$1,076	Percent Conformity Change Requirement 999.99% New Project
Project Work Types After Revision:		- INTERCONNECTS AND	TIMING				
Financial Data Before Revision							
Financial Data After Revision	CMAQ	ENGINEERING-II	10	\$96	\$80		
	CMAQ	CONSTRUCTION	11	\$1,195	\$996		
10-04-0003 CMAP SHERIDAN RD		NEW PROJ	JECT		\$2,232	\$2,232	999.99% New Project
Project Work Types Before Revision:							
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND	TIMING				
Financial Data Before Revision							
Financial Data After Revision	CMAQ	IMPLEMENTATION	10	\$1,395	\$1,116	ENG-1/ENG-2/C	ONST
	CMAQ	IMPLEMENTATION	10	\$1,395	\$1,116		
10-06-0005 CMAP Highland Park Interconnects Project Work Types Before Revision:		NEW PROJ	JECT		\$2,723	\$2,723	999.99% New Project
Project Work Types After Revision:		- INTERCONNECTS AND	TIMING				
Financial Data Before Revision							
Financial Data After Revision	CMAQ	CONSTRUCTION	11	\$3,404	\$2,723		
				+-,	, ,. ==		

Project: 10-09-0007 CMAP ROLLINS RD FROM US 12 (LAKE) TO	O LOTUS I	Action DELETE PR DR (LAKE)		Pre-Revision Federal Funds (000) \$1,348	Post-Revision Federal Funds (000)	Change in Federal Funds (000) (\$1,348)	Percent Change -100.00%	Conformity Requirement Project Deleted
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Project Work Types After Revision:								
Financial Data Before Revision	Fund Source CMAQ	Project Phase IMPLEMENTATION	FF) 10	Y Total Cost \$1,685	Federal Cost \$1,348	Segi E2/CONST	ment	Awarded
Financial Data After Revision								
10-09-0008 CMAP		CHANGE P	ROJECT	\$442	\$1,790	\$1,348	304.98%	Scenario Year Change
IL 83 Mundelein Road FROM US 45 (I	_AKE/656)	TO WESTMORELAND DR	(LAKE/65	56)				
Project Work Types Before Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Project Work Types After Revision:	SIGNALS	S - INTERCONNECTS AND	TIMING					
Financial Data Before Revision	Fund Source CMAQ	Project Phase IMPLEMENTATION	FF) 10	Total Cost \$552	Federal Cost \$442	Segi E2/CONST	ment	Awarded
Financial Data After Revision	CMAQ CMAQ	CONSTRUCTION CONSTRUCTION	10 11	\$1,685 \$552	\$1,348 \$442	CONST		

Project:		Action		Pre-Revision ederal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-94-0027 Cook County Highway	Departmen	t CHANGE P	ROJECT	\$0	\$0	\$0		Scenario Year Change
JOE ORR ROAD REALIGNMENT/EXT	TENSION F	ROM STONEY ISLAND A	VE (COOK)	TO BURNHAM A	VE (COOK)			_
Project Work Types Before Revision:	HIGHWA'	Y/ROAD - NEW ROAD Y/ROAD - EXTEND ROAD Y/ROAD - VERTICAL/HOR	RIZONTAL A	ALGNMENT (E.G.	CLEARANCE)			
Project Work Types After Revision:	HIGHWA'	Y/ROAD - NEW ROAD Y/ROAD - EXTEND ROAD Y/ROAD - VERTICAL/HOR	RIZONTAL A	ALGNMENT (E.G.	CLEARANCE)			
Financial Data Before Revision	Fund							
	Source	Project Phase	FFY	Total Cost	Federal Cost	•	ment	Awarded
		CONSTRUCTION	09	\$2,400	\$0	GLENWOD DYE		
		CONSTRUCTION	10	\$2,400	\$0	TORRENCE TO		
Financial Data After Revision		CONSTRUCTION	10	\$2,400	\$0	GLENWOD DYEI		
	MFT-ALL	CONSTRUCTION	10	\$2,400	\$0	TORRENCE TO	GLENWOOD	DY
		These L	ine Items	are Illustrative	e Only They A	re NOT Part of	f the TIP	
	STP-L	ROW ACQUISITION	MYB	\$610	\$427			
	MFT-ALL	CONSTRUCTION	MYB	\$6,400	\$0	STONY ISLAND	TO TORREN	CE
07-06-0015 IDOT District 1 Division	of Highwa	ys CHANGE P	ROJECT	\$9,205	\$9,205	\$0	0.00%	Scenario Year Change
CICERO AVE TRAFFIC SIGNALS AT	VARIOUS	LOCATIONS 207TH ST;VI	LLAGE CO	MMONS; US 30 8	& RIDGELAND AVE			
Project Work Types Before Revision:	SIGNALS	- INTERCONNECTS AND	TIMING					
	SIGNALS	- ADD SIGNALS AT SING	LE INTERS	SECTION				
	HIGHWA'	Y/ROAD - RESURFACE ()	WITH NO L	ANE WIDENING)				
Project Work Types After Revision:	SIGNALS	- INTERCONNECTS AND - ADD SIGNALS AT SING Y/ROAD - RESURFACE ('	LE INTERS					
Financial Data Before Revision	Fund							
	Source	Project Phase	FFY	Total Cost	Federal Cost	•	ment	Awarded
	HPP	CONSTRUCTION	10	\$9,800	* - , -	1773270000; S-W		
	HPP	CONSTRUCTION	09	\$350	\$280	MATCH WILL 17		
	STP-U	CONSTRUCTION	09	\$270	\$105	MATCH W ILL 17		
Financial Data After Revision	HPP	CONSTRUCTION	09	\$350	\$280	MATCH W ILL 17		
	STP-U	CONSTRUCTION	09	\$270	\$105	MATCH W ILL 17		
	HPP	CONSTRUCTION	10	\$9,800	\$8,820	1773270000; S-M	10D I-80: CE	NIE

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Non-Exempt Projects Requiring Conformity Determination

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Pre-Revision Post-Revision Change in **Federal** Federal Funds **Federal Funds** Conformity Percent Funds (000) Project: Action (000)(000)Requirement Change 08-00-0008 IDOT District 1 Division of Highways **DELETE PROJECT** \$3.009 (\$3,009)-100.00% Project Deleted IL 53 FROM IL 64 NORTH AVE (DUPAGE/LOMBARD) TO IL 38 ROOSEVELT RD (DUPAGE/GLEN ELLYN) Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES BICYCLE FACILITY HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION **Project Work Types After Revision: Fund** Financial Data Before Revision Source FFY **Total Cost Federal Cost Awarded Project Phase** Segment BRR CONSTRUCTION 09 \$3,500 \$2,800 1710930300 CMAQ **IMPLEMENTATION** 09 \$262 \$209 BIKE FAC-ENG2/CONST ILL **ENGINEERING-I** 09 \$420 \$0 1710930121 ILL **ROW ACQUISITION** 09 \$100 \$0 53@64 1772160004 **Financial Data After Revision**

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal Percent** Conformity Project: Action (000)(000)Funds (000) Change Requirement 08-00-0010 IDOT District 1 Division of Highways **NEW PROJECT** \$96.140 \$96.140 999.99% New Project BUTTERFIELD RD **Project Work Types Before Revision: Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES **BICYCLE FACILITY** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS **Financial Data Before Revision** ILL **ENGINEERING-I** 09 \$500 1708630115 **Financial Data After Revision** ILL 09 **ENGINEERING-II** \$500 1708630112 ILL **ENGINEERING-I** 09 \$500 1708630115 ILL **ENGINEERING-I** 09 \$207 1708630117 ILL **ROW ACQUISITION** 09 \$4,300 \$0 1708630763 ILL 09 **ENGINEERING-II** \$500 1708630112 ILL **ROW ACQUISITION** 09 \$4.300 1708630763 ILL **ENGINEERING-I** 09 \$207 1708630117 NHS CONSTRUCTION 09 \$28,100 WINFIELD TO NAPERVILLE: 170 \$22,480 NHS CONSTRUCTION 09 \$28,100 \$22,480 WINFIELD TO NAPERVILLE; 170 ILL 10 \$200 1708630118 ENGINEERING-II ILL **ENGINEERING-II** 10 \$200 \$0 1708630118 NHS CONSTRUCTION 10 \$31,000 \$24.800 59 TO WINFIELD: 1708630500 NHS CONSTRUCTION 10 \$31,000 \$24,800 59 TO WINFIELD; 1708630500 CMAQ CONSTRUCTION 11 \$987 \$790 FROM 08-06-0001 FOR BICYCLE CMAQ CONSTRUCTION 11 \$987 \$790 FROM 08-06-0001 FOR BICYCLE ILL **ENGINEERING** 11 \$1,970 59 TO WINFIELD; CE; 170863055 ILL **ENGINEERING** 11 \$1,970 59 TO WINFIELD; CE; 170863056 ILL **ENGINEERING** 11 \$1,275 WINFIELD TO NAPERVILLE; CE; ILL **ENGINEERING** 11 \$1,275 WINFIELD TO NAPERVILLE; CE; ILL **ENGINEERING** 11 \$1,970 59 TO WINFIELD; CE; 170863055 ILL **ENGINEERING** 11 \$1,970 59 TO WINFIELD; CE; 170863056 ILL **ENGINEERING** 11 \$1,275 WINFIELD TO NAPERVILLE; CE; ILL **ENGINEERING** WINFIELD TO NAPERVILLE; CE; 11 \$1,275 These Line Items are Illustrative Only -- They Are NOT Part of the TIP ILL **ROW ACQUISITION** MYB \$20 \$0 59 TO NAPERVILLE; 1708630411 ILL **ROW ACQUISITION** MYB \$20 \$0 59 TO NAPERVILLE: 1708630411

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Non-Exempt Projects Requiring Conformity

Determination

Project: 09-00-0034 IDOT District 1 Division	of Highwa	Action CHANGE PRO	F	Pre-Revision Tederal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Work Types Changed
US 20 FROM PLANK RD (KANE) TO	•							,, ,
Project Work Types Before Revision:		Y/ROAD - INTERSECTION IM Y/ROAD - WIDEN LANES AND						
Project Work Types After Revision:	HIGHWA	S - INTERCONNECTS AND TIM Y/ROAD - INTERSECTION IM Y/ROAD - WIDEN LANES AND	PROVE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	ŭ	ment	Awarded
	ILL	CONSTRUCTION	10	\$1,850	\$0	1765990100		
Financial Data After Revision	ILL	CONSTRUCTION	10	\$1,850	\$0	1765990100		
		These Line	Items	are Illustrative	Only They A	re NOT Part of	f the TIP	
	ILL	ROW ACQUISITION	MYB	\$200	\$0	1765990516		
09-10-0017 IDOT District 1 Division GALENA BLVD	of Highwa	NEW PROJEC	Γ		\$560	\$560	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:		S - INTERCONNECTS AND TIN S - ADD SIGNALS AT SINGLE	_	SECTION				
Financial Data Before Revision								
Financial Data After Revision	STP-U STP-U	CONSTRUCTION CONSTRUCTION	11 11	\$350 \$350	\$280 \$280	1771420200/ ILL 1771420100/ ILL		_

Project: 09-94-0009 IDOT District 1 Division US 30/ ILL 31 Project Work Types Before Revision:	of Highwa		Action NEW PROJECT	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000) \$37,446	Change in Federal Funds (000) \$37,446	Percent Change 999.99%	Conformity Requirement New Project
Project Work Types After Revision:	NOISE AT SAFETY SIGNALS BRIDGE/S		ATION	3 CHNG IN LANE US NSTRUCTION	SE/WIDTHS			
Financial Data Before Revision								
Financial Data After Revision	ILL ILL ILL ILL ILL ILL STP-U	ENGINEERIN ROW ACQUI ENGINEERIN ROW ACQUI ENGINEERIN CONSTRUCT CONSTRUCT	SITION 10 IG-II 10 SITION 10 IG 12 IG 12 TION 12	\$1,612 \$593 \$2,038 \$593 \$2,015 \$2,548 \$21,330 \$25,478	\$0 \$0 \$0 \$0 \$0 \$0 \$17,064	1-60015-4002 1-60015-4001 1-71108-0108 1-71108-0106 1-60015-4003 1-71108-0109 1-60015-4000 1-71108-0100		

				_	re-Revision ederal Funds	Post-Revision Federal Fund	s Federal	Percent	Conformity
Project:	af Himbura	-	Action CHANGE PROJE	СТ	(000) \$0	(000) \$	Funds (000) 0 \$0	Change	Requirement
10-06-0048 IDOT District 1 Division I- 94 /US 41 FROM WISCONSIN STA	•	., -		CI	ΦО	Φ	υ φυ	0.00%	Work Types Changed
Project Work Types Before Revision:			ONSTRUCT IN K URFACE (WITH		NE WIDENING)				
Project Work Types After Revision:	INTERCH	Y/ROAD - ADD IANGE - RECO Y/ROAD - RESI	_	NO LA	NE WIDENING)				
Financial Data Before Revision	Fund						_		
	Source ILL	Project Phase ENGINEERIN		FFY 0	Total Cost \$1,000	Federal Cost		gment	Awarded
	ILL	ENGINEERIN		19	\$500	\$ \$			
Financial Data After Revision	ILL	ENGINEERIN	G-I 0	19	\$500	\$	0 1771220104		
	ILL	ROW ACQUIS		0	\$100	\$			
	ILL	ENGINEERIN	G-I 1	0	\$1,000	\$	0 1771220105		
	ILL	ENGINEERIN	G-II 1	1	\$5,000	\$	0 1-77122-0200		
	ILL	ROW ACQUIS	SITION 1	2	\$6,000	\$	0 1-77122-0511		
			These Line It	tems	are Illustrative	Only They	Are NOT Part	of the TIP	
	I-M	CONSTRUCT	ION N	/IYB	\$25,000	\$22,50	0 STATE LINE TO	O RUSSELL F	I-RCI
	ILL	ENGINEERIN	G N	/IYB	\$6,000	\$	0 1-77122-0300		
	I-M	CONSTRUCT	ION N	/IYB	\$40,000	\$36,00	0 1-77122-0400		
10-09-0023 IDOT District 1 Division	•	•	DELETE PROJEC		\$11,200	ALCEAN A DOMO	(\$11,200)	-100.00%	Project Deleted
I- 94 TRI-STATE TOLLWAY FROM RU				173 RC	SECRANS RD (L	_AKE/WADSWO	KIH)		
Project Work Types Before Revision:	BRIDGE/	Y/ROAD - ADD STRUCTURE - IANGE - RECO	REPLACE						
Project Work Types After Revision:									
Financial Data Before Revision	Fund Source	Project Phase	:	FFY	Total Cost	Federal Cost	Se	gment	Awarded
	ILL	ENGINEERIN		0	\$1,000	\$.	
	ILL	ENGINEERIN	G-I 0	9	\$500	\$	0		
	NHS	ENGINEERIN	G-II 1	1	\$14,000	\$11,20	0 PTB 148-001. F	9-91-404-08	
Financial Data After Revision									

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Non-Exempt Projects Requiring Conformity Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal Percent** Conformity Project: Action (000)(000)Funds (000) Change Requirement 12-09-0118 IDOT District 1 Division of Highways **DELETE PROJECT** \$45,000 (\$45.000)-100.00% Project Deleted I- 80 I-80 FROM US 30 LINCOLN HIGHWAY (WILL/556) TO US 45 96TH AVE (WILL/556) Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES **SAFETY - LIGHTING** BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS **Project Work Types After Revision:** Fund Financial Data Before Revision Source **Project Phase Total Cost Federal Cost** Awarded Segment CONSTRUCTION I-M \$50,000 11 \$45,000 1772470300 **Financial Data After Revision** 12-06-0071 IDOT District 1 Local Roads CHANGE PROJECT \$0 \$0 \$0 0.00% Scenario Year Change MISSISSIPPI AVE FROM LINCOLN ST (WILL/ELWOOD) TO WOOD ST (WILL/ELWOOD) Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE Fund **Financial Data Before Revision** Source **Project Phase FFY Total Cost Federal Cost** Seament Awarded ILL **ENGINEERING** 10 \$50 \$0 1766060900 ILL CONSTRUCTION 10 \$400 1766060901 **Financial Data After Revision** ILL **ENGINEERING** 10 \$50 1766060900 ILL CONSTRUCTION 10 \$400 1766060901 12-06-0072 IDOT District 1 Local Roads CHANGE PROJECT \$0 \$0 \$0 0.00% Scenario Year Change MISSISSIPPI AVE FROM WOOD ST (WILL/ELWOOD) TO ST LOUIS ST (WILL/ELWOOD) Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE Fund Financial Data Before Revision Source **Total Cost Project Phase FFY Federal Cost** Segment Awarded ILL **ENGINEERING** 10 \$30 1766060960 ILL CONSTRUCTION 10 \$270 1766060961 **Financial Data After Revision** ILL **ENGINEERING** 10 \$30 1766060960 ILL CONSTRUCTION 10 \$270 1766060961

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Non-Exempt Projects Requiring Conformity

Determination

Project: 12-06-0084 IDOT District 1 Local Reprise RIVER RD FROM BLACK RD (WILL/S		Action CHANGE F	PROJECT	Pre-Revision Federal Funds (000) \$0	Post-Revision Federal Funds (000)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:		, ,	,	E IN USE OR WID	TH OF LANE			
Project Work Types After Revision:		Y/ROAD - RECONST WIT						
Financial Data Before Revision	Fund Source ILL	Project Phase ENGINEERING-II	FFY 09	Total Cost \$71	Federal Cost \$0	Seg 1104950000	ment	Awarded
	ILL	CONSTRUCTION	09	\$1,905	\$0			
Financial Data After Revision	ILL ILL	ENGINEERING-II CONSTRUCTION	09 09	\$71 \$1,905	\$0 \$0	1104950000		
09-10-0013 IDOT District 3 Division US 34	of Highwa	ays NEW PRO	JECT		\$22,760	\$22,760	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SAFETY SIGNALS BRIDGE	Y/ROAD - ADD LANES - GUARDRAILS S - MODERNIZATION STRUCTURE - REPLACE Y/ROAD - CURB AND GU						
Financial Data Before Revision								
Financial Data After Revision	NCP NCP ILL NCP	ROW ACQUISITION ENGINEERING-II ENGINEERING CONSTRUCTION	10 10 12 12	\$2,000 \$1,200 \$1,000 \$25,000	\$1,800 \$960 \$20,000			

Project: 09-03-0001 Kane County Division of	of Transno		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000) \$5,366	Change in Federal Funds (000) \$5,366	Percent Change	Conformity Requirement New Project
RANDALL RD	, manapo				ψο,σσσ	ψ0,000	000.0070	Tion Troject
Project Work Types Before Revision:								
Project Work Types After Revision:	BICYCLE	Y/ROAD - ADD E FACILITY Y/ROAD - INTEI	LANES RSECTION IMPRO	OVEMENT				
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ROW ACQUIS	ITION 10	\$300	\$240			
	CMAQ	ENGINEERING	G-II 10	\$254	\$203			
	CMAQ	ROW ACQUIS	ITION 10	\$300	\$240			
	CMAQ	ENGINEERING	G-II 10	\$254	\$203			
	CMAQ	CONSTRUCTI	ON 11	\$2,800	\$2,240	E3 INCLUDED		
	CMAQ	CONSTRUCTI	ON 11	\$2,800	\$2,240	E3 INCLUDED		
09-00-0028 Kane/Kendall Council of FAU 1550 GAME FARM RD/SOMONA	•	_	HANGE PROJEC IDALL/687) IL 47 (I	* ,	\$2,519	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	PEDEST	RIAN FACILITY						
	_		ONSTRUCT IN KIN FINUOUS BI-DIRE	ID CTIONAL TURN LAI	NES			
Project Work Types After Revision:	HIGHWA		DNSTRUCT IN KIN FINUOUS BI-DIRE	ID CTIONAL TURN LAI	NES			
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase CONSTRUCTI ROW ACQUIS	ON 12	. ,	Federal Cost \$2,344 \$175	Seg	ment	Awarded
Financial Data After Revision	STP-L	ROW ACQUIS	ITION 10	\$350	\$175			
	STP-L	CONSTRUCTI	ON 12	\$4,730	\$2,344			

Project: 09-06-0019 Kane/Kendall Council of GOLFVIEW LANE FROM IL 25 (KANE	•		E PROJECT	Pre-Revision Federal Funds (000) \$1,659	Post-Revision Federal Funds (000) \$1,659	Change in Federal Funds (000)	Change	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:	HIGHWAY	//ROAD - INTERSECT //ROAD - RECONST \ //ROAD - RESURFAC	WITH CHANG	E IN USE OR WID	-			
Project Work Types After Revision:	HIGHWAY	//ROAD - INTERSECT //ROAD - RECONST \ //ROAD - RESURFAC	WITH CHANG	E IN USE OR WID	-			
Financial Data Before Revision		Project Phase ENGINEERING-II ENGINEERING-I CONSTRUCTION	FF \ 10 09 11	7 Total Cost \$182 \$152 \$3,696	Federal Cost \$0 \$0 \$1,659	Seç AWARDED	gment	Awarded
Financial Data After Revision		ENGINEERING-I ENGINEERING-II CONSTRUCTION	09 10 11	\$152 \$182 \$3,696	\$0 \$0 \$1,659	AWARDED		
09-06-0020 Kane/Kendall Council of MAIN STREET FROM RANDALL RD (•		E PROJECT KANE)	\$250	\$250	\$0	0.00%	Scenario Year Change
Project Work Types Before Revision:	SIGNALS	RIAN FACILITY - ADD SIGNALS AT S //ROAD - RECONST \	_		TH OF LANE			
Project Work Types After Revision:	SIGNALS	RIAN FACILITY - ADD SIGNALS AT S //ROAD - RECONST \	_		TH OF LANE			
Financial Data Before Revision	Fund Source GEN-OP STP-L	Project Phase ENGINEERING-II ROW ACQUISITION	FF ¹ 11 11	7 Total Cost \$490 \$509	Federal Cost \$0 \$250	Seç	gment	Awarded
Financial Data After Revision	GEN-OP STP-L	ENGINEERING-II ROW ACQUISITION	11 11	\$490 \$509	\$0 \$250			
		Thes	e Line Item	ns are Illustrativ	e Only They A	Are NOT Part of	of the TIP	
	STP-L	CONSTRUCTION	MYE	\$6,747	\$2,250			

Project: 09-06-0025 Kane/Kendall Council of KEYES FROM STATE ST (KANE) TO	-	Action CHANGE PF IAL DRIVE (KANE) FROM S	F6	Pre-Revision ederal Funds (000) \$1,659 WEST 2750 FT	Post-Revision Federal Funds (000) \$1,659	Change in Federal Funds (000)	Percent Change 0.00%	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:		XY/ROAD - RESURFACE (V XY/ROAD - RECONST WITH			TH OF LANE			
Project Work Types After Revision:		Y/ROAD - RESURFACE (V Y/ROAD - RECONST WITH		,	TH OF LANE			
Financial Data Before Revision Financial Data After Revision	Fund Source HPP HPP HPP HPP HPP	Project Phase CONSTRUCTION ENGINEERING-II ROW ACQUISITION ENGINEERING-II ROW ACQUISITION CONSTRUCTION	FFY 12 10 10 10 10 10	\$2,605 \$226 \$50 \$226 \$50 \$2,605	\$1,438 \$181 \$40 \$181 \$40 \$1,438	Segn	nent	Awarded
09-94-0017 Kane/Kendall Council of MCLEAN BLVD	of Mayors	NEW PROJI	ECT		\$308	\$308	999.99%	New Project
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS	Y/ROAD - ADD LANES S - ADD SIGNALS AT SING Y/ROAD - CONTINUOUS E			ES			
Financial Data Before Revision								
Financial Data After Revision	CMAQ CMAQ	CONSTRUCTION CONSTRUCTION	10 10	\$193 \$193	\$154 \$154	BIKE FAC. signal interconnect	t	

Project: 11-06-0012 McHenry County Counc	il of Mayor		Action CHANGE PROJECT	Pre-Revisi Federal Fur (000) \$1,0	nds F	Post-Revision Federal Funds (000) \$1,000	Change in Federal Funds (000)	Percent Change	Conformity Requirement Scenario Year Change
PINGREE RD FROM UP RR TRACK (•	_		+ ,-	00	ψ1,000	Ψ	0.0070	Socriting real entringe
Project Work Types Before Revision:	HIGHWA'	Y/ROAD - INTE	ATION ERSECTION IMPROV ITINUOUS BI-DIREC		I LANES	8			
Project Work Types After Revision:	HIGHWA'		ATION ERSECTION IMPROV ITINUOUS BI-DIREC		I LANES	8			
Financial Data Before Revision	Fund Source STP-L	Project Phas			st ,177	Federal Cost \$1,000	Segi	ment	Awarded
Financial Data After Revision	STP-L	CONSTRUCT	ΓΙΟΝ 11	\$2	,177	\$1,000			

			Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Conformity			
Project:		Action	(000)	(000)	Funds (000)		Requirement			
11-07-0001	McHenry County Council of Mayors	CHANGE PROJECT	\$5,134	\$5,134	\$0	0.00%	Scenario Year Change			
VIRGINIA RE	VIRGINIA RD (FAU 121) FROM IL 31 (FAU 3887) (MCHENRY) KLASEN RD (FAU 53) Park&Ride lot in SW quadrant									

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

PARKING - NEW LOT OR GARAGE

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

PARKING - NEW LOT OR GARAGE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	/ trail dod
	CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$480	\$384	CONSTRUCTION ENGINEERING	
	HPP	CONSTRUCTION	10	\$3,700	\$2,960	1766810200; VIRGINIA/KLASEN	
	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	STP-L	CONSTRUCTION	10	\$1,900	\$880	1766810200; VIRGINIA/KLASEN	
Financial Data After Revision	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	CMAQ	CONSTRUCTION	10	\$284	\$284	PARK & RIDE	
	CMAQ	ENGINEERING-II	10	\$66	\$66	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$480	\$384	CONSTRUCTION ENGINEERING	
	HPP	CONSTRUCTION	10	\$3,700	\$2,960	1766810200; VIRGINIA/KLASEN	
	STP-L	CONSTRUCTION	10	\$1,900	\$880	1766810200; VIRGINIA/KLASEN	

Project: 11-03-0019 McHenry County Division WALKUP RD FROM BULL VALLEY R		sportation	Action CHANGE PROJEC CHENRY)	Fe	re-Revision deral Funds (000) \$7,726	Post-Rev Federal F (000	unds	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Scenario Year Change
Project Work Types Before Revision:	BICYCLE HIGHWA	FACILITY Y/ROAD - INTI	ALS FOR MULTIPLE ERSECTION IMPRO NTINUOUS BI-DIRE	OVEM	IENT	ES				
Project Work Types After Revision:	BICYCLE HIGHWA	FACILITY Y/ROAD - INTI	ALS FOR MULTIPLI ERSECTION IMPRO NTINUOUS BI-DIRE	OVEM	IENT	ES				
Financial Data Before Revision	Fund Source CMAQ STP-L	Project Phas CONSTRUCT	TION 10		Total Cost \$14,700 \$2,970	Federal (Seg ROAD SEGMEN INTERSECTION		
Financial Data After Revision	CMAQ STP-L	CONSTRUCT	-		\$14,700 \$2,970	!	, , -	ROAD SEGMENT INTERSECTION		IENT,
18-10-0780 Metra BNSF line from Aurora to Oswego			NEW PROJECT			;	\$4,967	\$4,967	999.99%	New Project
Project Work Types Before Revision: Project Work Types After Revision:		E - EXTEND LI	NF							
Financial Data Before Revision										
Financial Data After Revision	SEC330 SEC330	ENGINEERIN ENGINEERIN Alternatives A	NG-I 10 Analysis 10		\$2,000 \$1,000 \$1,867 \$100	9	\$2,000 \$1,000 \$1,867 \$100	Final Design (Cor Preliminary design Planning FFY Ap Final Design (For	n (Contract) prop 03	FFY

Project Work Types Before Revision: BICYCLE FACILITY HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE	Project: 03-08-0009 Northwest Council of M WRIGHT BLVD FROM WISE ROAD (•	Action CHANGE F O IL 19 IRVING PARK ROA	F PROJECT	Pre-Revision rederal Funds (000) \$4,299	Post-Revision Federal Funds (000) \$4,299	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Scenario Year Change
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RECONST WITH CHANGE N USE OR WIDTH OF LANE	Project Work Types Before Revision:	HIGHWA	Y/ROAD - CONTINUOUS	_		_			
Source Project Phase FFY Total Cost Federal Cost Segment Awarded	Project Work Types After Revision:	HIGHWA	Y/ROAD - CONTINUOUS	_		_			
O7-00-0033 South Council of Mayors DELETE PROJECT \$3,702 (\$3,702) -100.00% Project Deleted CENTRAL AVE FROM US 30 LINCOLN HWY (COOK) TO SAUK TRAIL (COOK) Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CURB AND GUTTER Project Work Types After Revision: Financial Data Before Revision Fund Source Project Phase FFY Total Cost Federal Cost Segment Awarded STP-L CONSTRUCTION 09 \$4,950 \$3,465		Source LRA STP-L LRA	CONSTRUCTION CONSTRUCTION	10 10 10	\$752 \$5,600 \$752	\$752 \$3,547 \$752	Seg	ment	Awarded
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CURB AND GUTTER Project Work Types After Revision: Financial Data Before Revision Fund Source Project Phase FFY Total Cost Federal Cost Segment Awarded STP-L CONSTRUCTION 09 \$4,950 \$3,465	•		DELETE P				(\$3,702)	-100.00%	Project Deleted
Financial Data Before Revision Fund Source Project Phase FFY Total Cost Federal Cost Segment Awarded STP-L CONSTRUCTION 09 \$4,950 \$3,465	Project Work Types Before Revision:	HIGHWA	Y/ROAD - RECONST WIT		IN USE OR WID	TH OF LANE			
Source Project Phase FFY Total Cost Federal Cost Segment Awarded STP-L CONSTRUCTION 09 \$4,950 \$3,465	Project Work Types After Revision:								
	Financial Data Before Revision	Source STP-L	CONSTRUCTION	09	\$4,950	\$3,465	Seg	ment	Awarded

Project: 12-00-0106 Will County Council of I CATON FARM RD FROM COUNTY LI	•		Fe PROJECT	Pre-Revision ederal Funds (000) \$180	Post-Revision Federal Funds (000)	Change in Federal Funds (000) (\$180)	Percent Change -100.00%	Conformity Requirement Project Deleted		
Project Work Types Before Revision:	Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES									
Project Work Types After Revision:										
Financial Data Before Revision	Fund Source STP-U	Project Phase CONSTRUCTION	FFY 11	Total Cost \$200	Federal Cost \$180	Segi KENDALL LINE 1	ment ΓΟ IL 59	Awarded		
Financial Data After Revision										

\$171,986

\$288,568

\$116,582

67.8%

Totals for

58 Projects

The 2010, 2020 and 2030 highway networks were coded to include the project changes listed in the Non-Exempt Projects Requiring Conformity Determination report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} and NOx emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NOx emissions remain below emissions estimates for 2002, the baseline year.

Northeastern Illinois Transportation Improvement Program March 9, 2010 Amendment Conformity Analysis Summary Results

$PM_{2.5}$

			Fine Partic	ulate Matter	•	Nitrogen Oxides					
					Nonattain-				Nonattain-		
		Global rate		Northwest	ment area	Global rate		Northwest	ment area		
Year	Annual VMT	(gm/mi)	Tons	Indiana	Total	(gm/mi)	Tons	Indiana	Total		
2002	58,696,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78		
2010	62,631,712,211	0.0240	1,660.16	158.90	1,819.06	1.1760	81,188.47	8,442.66	89,631.13		
2020	66,983,178,888	0.0138	1,020.09	114.32	1,134.41	0.3580	26,430.17	3,004.68	29,434.85		
2030	71,705,929,333	0.0126	999.29	116.46	1,115.75	0.2346	18,539.79	2,065.23	20,605.02		

Ozone

			VOC		NOx				
,,	Summer Day	Global rate		015	Global rate	_	0.5		
Year	VMT	(gm/mi)	Tons	SIP	(gm/mi)	Tons	SIP		
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40		
2010	181,942,965	0.4646997	93.20	127.42	1.0871627	218.04	280.40		
2020	194,586,055	0.2393749	51.34	127.42	0.3297646	70.73	280.40		
2030	208,314,189	0.2266075	52.03	127.42	0.2116283	48.60	280.40		

Notes

Off-model benefits are not included in the total emissions estimates NIRPC values from analysis of December, 2008

2007 ozone values from conformity analysis approved in October, 2006

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ILLT

S307										
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 $\label{thm:conditional} \mbox{Gray Financial Data Records are for informational purposes only and not included in the TIP.}$

p-046, 4472, 4069, 4483, 2773, 4479, 4480, 4482, 4471, 3970, 4485, 4487, 4488

IMPLEMENTATION 10 10700 0

CMAP, the Chicago Metropolitan Agency for Planning 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax) copyright © 2007-2008 February 26, 2010

Dear Director:

As you are aware, the United States House of Representatives (House) passed the Jobs for Main Street Act (H.R. 2847) which proposed another round of stimulus funding. The language in this bill is very similar to the previous stimulus funding except that it requires an accelerated schedule for awarding the first 50% of the funds received by each state. This schedule would require that contracts be awarded for the first 50% of the funds within 90 days of passage and signing of the bill.

While the United States Senate may not enact a stimulus bill, the Illinois Department of Transportation (IDOT) has taken steps to ensure expeditious action in the event that the bill is passed and signed. On January 21, 2010, IDOT published a list of "shovel ready" projects which could proceed in the event of passage of H.R. 2847. This list of projects is provisional and "subject to change based on final federal legislation, new appropriation by the Illinois General Assembly and approval by the Governor" as stated in the public notice regarding this project listing. The list of projects can be found online at http://www.dot.il.gov/stimulus/index.html.

IDOT is seeking your input regarding these projects as well as other potential projects on the state system. As stated above, the first 50% of any stimulus funds must awarded within 90 days of the bill signing. This does not allow for any flexibility on the projects which make up the first letting. However, IDOT will have some flexibility regarding the remaining funds depending on the deadlines in the final legislation. Your comments regarding other potential "shovel ready" projects on the state system will be reviewed and taken into consideration when IDOT determines the projects to be implemented with the remaining funding.

Therefore, we are asking you to visit the website noted above and provide any comments or recommendations you may have to the IDOT district office responsible for planning and programming highway projects in your area. The appropriate IDOT district office and its contact information can be found on the attached map.

Once again, I want to thank you for all of your hard work and assistance in developing and maintaining the transportation system in the state of Illinois.

Sincerely,

Keith M. Sherman Acting Bureau Chief

cc: Charles Ingersoll Chris Reid



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MEMORANDUM

To: Transportation Committee

Date: February 26, 2010

From: Joy Schaad, PE, Senior Transportation Planning Engineer

Re: Changes to Transportation Maintenance Costs and Inflation Rates for Fiscal Constraint

Highways

At the January 6th CMAP Transportation Committee meeting, several highway professionals offered to review the process and numbers used to produce the preliminary *GO TO 2040* highway maintenance cost estimate. An ad hoc committee of IDOT, Tollway, county and local highway professionals was convened and a reduction in estimated future roadway maintenance costs of \$24.3 billion (16%) was realized. The committee reconsidered the overall premise of how the "safe and adequate" level and "state of good repair" level of maintenance should be calculated and rejected the previous definitions for state of good repair as 90% of roads rated good to excellent and for the safe and adequate level as 70% rated good to excellent. The consensus was that the estimate of future maintenance cost should be based on actual current practice and that such would constitute the safe and adequate level. They unanimously felt that any stepping down of maintenance cycles or levels from today's practices would be unacceptable. Specific changes based on these experts' opinions were:

- Reduced frequencies for reconstruction, resurfacing, signal upgrades and signal modernization to reflect typical actual practice.
- Adjusted unit costs (some up and some down) where the committee consensus was higher or lower than previously research had identified.
- Removed "Interchanges" as a maintenance cost line item and clarified that, because all or nearly all of expressway interchanges that are reconstructed have major redesign work (reconfiguring for new traffic levels or for operational and/or safety improvements; usually adding lanes to ramps, adding ramps or reducing the number of ramps) all of the

interchanges' reconstruction costs should be accounted for in CMAP's analysis of "systematic improvements" costs.

- Reduced traffic signal costs to reflect the fact that many agencies do their signal retiming
 work in house and, as such, the costs are already counted in the local agency "operations"
 cost number.
- Reduced the percentage for estimating cost of engineering and environmental studies from 30% of project costs to 15% for resurfacing and traffic signal modernization projects.
- Checked that the number of roadway resurfacings was reduced appropriately for reconstructions that would take place within the plan period.

The committee concurred with the previous approach regarding:

- Most factors, methods and unit costs.
- Bridge cost numbers: considered increasing bridge cost numbers to include short span bridges that are not in the national bridge inventory (i.e. 20 ft and shorter), but after investigation of the volume and costs associated with the short span bridges, the group determined that the vast majority are culverts, not full bridges and are adequately accounted for in the unit costs of road reconstruction.
- Operations costs were reviewed, finding that actual recent and current county costs are roughly the same as used in the previous *GO TO 2040* estimate.

Transit

Through continued coordination with the RTA, costs for safe and adequate level of transit maintenance were re-developed by utilizing the projected capital funds available for each service board for year 2011-2014 from the 12-17-09 RTA adopted budget as a basis. This resulted in a \$1.7 billion increase (5.3%) over the previous estimate.

Inflation Rates

Federal planning requirements for "years of expenditure" estimates of costs are met by applying inflation rates for each year in the plan period. The current estimate of future highway expenditures applies a 3% rate of inflation in all years except 2012 through 2014 (2012 - 4%; 2013 - 6.5%; 2014 - 5.5%). The change from the previous versions of our expenditure calculations which applied a constant 3% inflation across the plan horizon, is based on a recent transportation specific analysis of construction prices in the article "Construction Economic Review & Highway Cost Escalation Forecast" in the December 2009 edition of ECONOMIC FORECASTING REVIEW, published by the Strategic Consulting Group of Parsons Brinckerhoff (Dr. Kumudu Gunasekera and Brad Ship authors).

The current estimate of future transit expenditures is based on capital funds available 2010-2014 information from 12-17-09 RTA adopted budget. Those amounts include the impacts of

inflation for years 2011 through 2014 and the 3% factor was applied through the remainder of the plan horizon.



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MEMORANDUM

To: Transportation Committee

Date: February 26, 2010

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: Financial Plan- Executive Summary

Summary

The development of a realistic and relevant regional transportation plan requires estimates of the funds expected to be available for transportation purposes and the costs expected to be incurred. To fulfill this goal, *GO TO 2040* includes a constrained financial plan for its transportation elements. Federal planning regulations require such a plan in order to compare the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining and operating the total transportation system. CMAP analysis concludes that the plan be fiscally constrained at a level of \$385 billion, in year of expenditure dollars, for the 2011-2040 planning horizon.

CMAP has worked closely with representatives from United States Department of Transportation (USDOT), the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), the Regional Transportation Authority (RTA), the transit service boards, county highway departments and a number of municipalities in preparing forecasts of revenues and expenditures. At various points throughout the process, CMAP staff has briefed the Transportation Committee on the assumptions and figures utilized for constructing the plan's fiscal constraint. For more information on these interim staff reports, please consult the Transportation Committee page on the CMAP Website: http://www.cmap.illinois.gov/transportation/minutes.aspx

The following table summarizes GO TO 2040's fiscal constraint for transportation. Please note that all estimates of revenues and costs are stated in *year of expenditure* dollars – in other words, inflation as well and other forecasted revenue/cost increases have already been assumed in these figures.

FISCAL CONSTRAINT FOR GO TO 2040						
(All Numbers in Year of Expenditure for Period 2011-2040. Numbers are						
in Billions of Dollars)						
REVENUES						
Core Revenues						
Federal	\$66.3					
State	\$94.7					
Local	\$189.3					
Subtotal- Core Revenues	\$350.4					
Reasonably Expected Revenues						
Motor Fuel Tax Increase	\$19.4					
Revenues from Congestion Pricing	\$12.0					
Variable Parking Pricing	\$2.0					
Transportation Allowances- Federal Climate Change Legislation	\$1.2					
Public Private Partnerships	\$0.0					
Value Capture- Transit Facilities	\$0.0					
Subtotal- Reasonably Expected Revenues	\$34.6					
TOTAL REVENUES	\$385					
EXPENDITURES						
Operating Expenditures						
Transit	\$116.7					
Highway	\$56.9					
Safe and Adequate (Capital Maintenance)						
Transit	\$31.6					
Highway	\$127.6					
Subtotal- Operating and Safe and Adequate Expenditure	\$332.8					
Moving the System Toward a State of Good Repair/Systematic	\$41.7					
<u>Enhancements</u>						
<u>Major Capital Projects</u>	\$10.5					
TOTAL EXPENDITURES	\$385					

The fiscal constraint for *GO TO 2040* has been constructed somewhat differently than in past plans. The first difference is the use of "year of expenditure" dollars, rather than constant dollars. This is commensurate with the federal requirement for MPO long range plans. The second difference is the analysis of local "own-source" revenues. These are non state and federal sourced revenues used by municipalities, counties and townships for transportation purposes. These revenues would include local sources like property and sales tax, state and local revenue sharing, as well as bond revenue for local capital projects. Given the inclusion of all transportation revenues, the expenditure forecasts also include resurfacing and reconstruction on all local roads and bridges, down to the level of municipal and township. Please see the full financial plan document for more information.

Core Revenues

Forecasting core revenues is meant to provide a benchmark from which additional funding can be identified. A clear description of funding sources and historical dollar amounts helps to ground the regional dialogue around matters of transportation policy and finance. Providing this information requires identifying and analyzing historical trends across varying revenue sources and making a series of different assumptions based upon these trends. In many cases, CMAP has consolidated certain funding sources, particularly at the federal and local levels, to simplify the exposition. Please see the core revenues table and accompanying descriptions and assumptions in the full financial plan document for more detail.

The overriding assumptions used to forecast core revenue trends include the following:

- Northeastern Illinois anticipates continued revenues from federal, state, and local sources for the building, operations, and maintenance of the current roadway and transit systems over the long range planning horizon;
- Over the planning horizon, the various sources of transportation revenues and allocation mechanisms are assumed to remain the same as today. Thus, the core forecast does not include any new sources, or any tax increases or alterations to funding formulas above and beyond historical trends;
- For the different revenue sources, historical trends are used to predict future revenues. Different revenue sources are assumed to grow at different rates, based upon these trends.

CMAP has worked closely with representatives from the RTA, IDOT, ISTHA, and others in preparing these forecasts. In total the amount of core revenues available between 2011 and 2040 is estimated to be \$350.4 billion.

Reasonably Expected Revenues

The level of core revenues, which largely reflects current revenue trends, will not allow the region to make much progress in addressing our substantial transportation needs given expected population growth. FHWA/FTA guidance on the fiscal constraint permits MPOs to calculate revenues that can "reasonably be expected". What is "reasonable" usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. The inclusion of "reasonably expected revenues" is vital for the region to make additional needed investments, though it still will not be enough to move the system to a state of good repair, make all of the strategic improvements or construct all of the major capital projects that are desired.

CMAP has worked closely with the Transportation Committee, FHWA and the MPO consultation team in addressing the feasibility of reasonably expected revenue sources. "Reasonably expected" sources generating considerable revenues include an 8-cent increase (and subsequent annual inflation indexing) of the State motor fuel tax and revenues from the institution of congestion pricing on some segments of the region's expressway system. Smaller

revenue generators which CMAP assumes to be "reasonably expected" include transportation allowances from federal climate change as well as revenues from more aggressive pricing of parking in the region. The latter strategy holds the promise of generating considerable revenues for local governments in the region.

The sum of these "reasonably expected revenues" totals an additional \$34.6 billion.

Expenditures

With the assistance of transportation implementers, CMAP has also estimated the cost of operating, maintaining, enhancing, and expanding the system. The projected costs are organized into four overall categories:

- Maintenance and operations of the transportation system at a "safe and adequate" level;
- Moving the system to a "state of good repair";
- Systematic enhancements and improvements;
- Major capital projects

The total of transportation expenditures in these four categories must be constrained by the predicted amount of future funding. CMAP estimates that while the total of core and reasonably expected revenues will be sufficient to operate and maintain the system safely and adequately, they will prove insufficient in bringing the system to a state of good repair or approach the desired level of enhancements and expansions. CMAP estimates that the first category (maintenance and operations of the transportation system at a "safe and adequate" level) will cost \$332.8 billion over the 30 year planning horizon. This number does not include assumptions of shorter lifecycles on maintenance schedules, upgrades to capital materials, equipment, rolling stock or facilities or any enhancements or expansions to the system.

To address "year of expenditure" dollars, capital maintenance costs are estimated by applying inflation rates for each year in the plan period. The current estimate of future highway expenditures applies a 3% rate of inflation in all years except 2012 through 2014 (2012 - 4%; 2013 - 6.5%; 2014 - 5.5%). This estimate is based on a recent transportation-specific analysis of construction prices in the article "Construction Economic Review & Highway Cost Escalation Forecast" in the December 2009 edition of Economic Forecasting Review, published by the Strategic Consulting Group of Parsons Brinckerhoff. The current estimate of future transit expenditures is based on capital funds available 2010-2014 information from RTA's most recent adopted budget. Those amounts include the impacts of inflation for years 2011 through 2014 and the 3% factor was applied through the remainder of the plan horizon.

The remaining \$52.2 billion (13.7% of total funding) will be used to bring the system toward a state of good repair, enhance the system, and expand the system via the construction of major capital projects. This remaining envelope of funding constitutes the "regional budget", over the next 30 years, for maintaining or operating the system at a higher level, modernizing,

enhancing, or expanding the system. While it is important to acknowledge the overall scale of the estimated investment, CMAP stresses that regardless of any estimated funding totals, the paramount challenge for the region is to set priorities.

The priorities of *GO TO 2040's* preferred scenario are to maintain the existing system and make systematic improvements. The bulk of the region's transportation investment should be to maintain, improve, and modernize our infrastructure. Pursuing new major capital projects, while important, should remain a lower priority than these other activities. Achieving a "world-class" transportation system necessitates improving, modernizing, and increasing service on existing assets, rather than building expensive new projects which will be difficult to finance, operate and maintain over the long term.

Given the policy direction of *GO TO 2040* and CMAP's charge to establish regional priorities, the recommendation is for **\$41.7 billion (10.9% of total funding)** of the remaining funding be allocated toward "state of good repair" capital maintenance and strategic enhancement projects and **\$10.5 billion (2.7% of total funding)** toward major capital projects.

Other Innovative Financing

CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in *GO TO 2040*. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include public private partnerships, value capture for transit projects, a vehicle miles traveled tax (VMT), and an alteration to the current "55-45 split" in the State of Illinois, the informal agreement which allocates highway funding on the basis of 45 percent to northeastern Illinois and 55 percent to the remainder of the state.

See the full financial plan for a more comprehensive exposition of these sources, including best practices on where these sources have been utilized in the U.S. and abroad.

"Unconstrained" Expenditures

The total of core and reasonably expected funding will not be enough to bring the system to a state of good repair or make all the enhancements or expansions that are desired. CMAP has made some progress in estimating the amount of incremental funding necessary to bring the system to a state of good repair and make all desired enhancements and expansions. While more refinement of these numbers is needed, CMAP estimates that between \$100 and \$200 billion of additional funding is required over the next 30 years to bring the system to a state of good repair, strategically enhance, and expand the system.



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MEMORANDUM

To: Transportation Committee

Date: February 26, 2010

From: Don Kopec, Deputy Director, Planning and Programming

Re: Major Transportation Capital Projects – Status Update

The *GO TO 2040* plan will include a fiscally constrained list of major capital projects, as required by federal regulations. Since there is insufficient funding available to pursue all potentially beneficial projects, project prioritization is necessary. This memo describes how the level of fiscal constraint was determined; presents the initial staff proposal for projects to be included within the constrained amount; and describes the schedule and next steps in developing a final list of fiscally constrained projects.

Project prioritization

Projects were prioritized based on their support for the Preferred Regional Scenario, the results of the individual evaluations, and information from other project analyses. As discussed in the February 26 financial plan memo, the priorities of *GO TO 2040* are to maintain the existing system and make systematic improvements. The bulk of the region's transportation investment will be to maintain, improve, and modernize our infrastructure; pursuing new major capital projects, while important, is a lower priority than these other activities.

The highest priority major capital projects are those on the *fiscally constrained* list, on page 4 of this memo; these make up approximately one-quarter of the cost of all proposed projects. Several themes can be seen in the prioritization of fiscally constrained projects. First, there are few "new" projects or extensions. The majority of the constrained projects involve improvements to existing facilities. Second, there are a number of "managed lanes" projects. These are envisioned to incorporate advanced tolling strategies such as congestion pricing, transit alternatives like Bus Rapid Transit (BRT), or special accommodations for truck travel. Third, there is considerable public investment in transit. These priorities are consistent with the direction of the Preferred Regional Scenario, which calls for investment in the existing system, use of innovative transportation finance methods, support for freight, and a focus on improving the public transit system.

Determination of fiscal constraint

A detailed transportation financial plan is being prepared as part of *GO TO 2040*, and will be presented to the Transportation Committee in March as a separate item. Elements of the financial plan have been presented at past meetings beginning in spring 2009.

The conclusions of this work are that approximately \$10.5 billion (in year of expenditure dollars, or YOE\$) in funding from existing or reasonably expected sources is likely to be available for major capital projects between now and 2040. This is an increase from the amount of \$8 billion estimated at the January meeting of the Transportation Committee. This increase is due to changes in assumptions about the level of investment needed to maintain the system at a safe and adequate level. While the increase from \$8 billion to \$10.5 billion is significant, it remains a small percentage of the region's overall \$385 billion in transportation expenditures.

Before addressing project categorizations, please note three important points regarding fiscal constraint.

• First, the constrained costs of new capital projects include not only the cost of construction, but the cost of operating and maintaining them from construction until 2040. For highways, annual operations and maintenance costs were assumed to be 1% of the initial cost of construction of the new facility. For transit, this same amount was assumed for annual maintenance, but operations were handled separately. Annual transit operation costs were sometimes estimated by the implementer, in which case these costs were used; in cases where this was not given, an estimate of 1% of the initial construction cost was used. In all cases, half of the transit operating cost was assumed to be covered through farebox recovery and was not "charged" to the fiscal constraint.

To use an example, a transit project that cost \$1 billion to construct in 2020 would then need to be maintained and operated until 2040. Maintenance costs were assumed to start at \$10 million per year, with this figure rising with inflation (so, annual maintenance costs in 2030 would be \$13.4 million instead). Operations costs would also start at \$10 million per year, but half of this would be covered through fares, so only \$5 million annually (rising in future years with inflation) would be considered as part of the project cost. In this hypothetical example, the \$1 billion transit project constructed in 2020 would cost an additional \$400 million to maintain and operate until 2040.

• Second, project revenues have not been counted as part of this \$10.5 billion figure. Generally, revenues from projects would be gathered through tolling, or through the use of private funds. (Revenues from farebox recovery have already been subtracted from project cost, as described above.) The \$10.5 billion estimate includes only public contributions. In other words, if a project could be constructed using revenue gathered entirely from tolls, it would require no public funding and would not count against the \$10.5 billion constraint. Potential revenues will be addressed project by project.

• Third, many capital projects include reconstruction of existing facilities, as well as new capacity. For example, a highway add-lanes project typically also includes the reconstruction or resurfacing of the existing facility. Often, the reconstruction or resurfacing would have needed to happen regardless of whether the add-lanes project had been pursued. Within the financial classifications used in the transportation financial plan, this would already be counted as a necessary expense to maintain a safe and adequate system. It is important to note that the \$10.5 billion figure **does not** include these reconstruction costs, meaning that it is **not** double-counting these expenses.

To create an estimate of the proportion of project costs that would likely be used for reconstruction, staff reviewed major capital projects constructed during the past twenty years, from 1990 to 2009. It was estimated based on this review that approximately 50% of the total cost of these projects was devoted to the addition of new capacity, and 50% involved reconstruction. These means that to reach a capital cost of \$10.5 billion, approximately \$21 billion in total project cost should actually be identified.

Staff recognizes that this calculation is confusing. A simpler approach would be to set the fiscal constraint for major capital projects at \$21 billion and ignore the "double-counting" issue. This would lead to the same outcome in terms of the number of projects that could be accommodated within the fiscal constraint. But it also would overstate the level of funding that is actually devoted to new elements of the transportation system, and it would send the wrong message in terms of the priorities of *GO TO 2040*. The initial constrained project list includes projects that have \$21 billion in total costs, but these projects do more than add new capacity to the system; they also reconstruct and modernize the infrastructure we already have.

Project categorization

In the tables below, projects are broken into two categories:

- Projects that are *fiscally constrained*, meaning that their costs can be covered within the region's expected transportation revenue and that the project has been included in the demonstration that air quality standards will be met (it is conformed). This is the highest priority category of major capital projects.
- Projects that are *fiscally unconstrained*. As a later step, further prioritization and classification of these projects is expected.
- Also, several projects were proposed by individuals or organizations during the *GO TO* 2040 plan or during past regional plans but were not fully evaluated. These projects are listed in an appendix attached to this memo.

By federal regulations, major capital projects may not have a federal action, such as receiving design approval, unless they are included in the *fiscally constrained* project list. Implementers may initiate preliminary engineering, feasibility studies, or other preliminary work regardless of how projects are treated within *GO TO 2040*.

Regional planning is a continuous process which responds to changing circumstances, and priorities change over time. The long-range plan is updated at least every four years, and this provides an opportunity to reassign projects to different categories in response to changes in funding situations or priorities. Even outside of the required update cycle, the plan can be modified at any point by the MPO Policy Committee and CMAP Board. However, changes between plan updates should not be made casually; they should be reserved for rare circumstances that could not be foreseen. CMAP believes that the project categories should truly reflect the region's priorities.

The initial staff proposal for the categorization of projects is presented on the following pages. The first chart shows that the total public sector cost for new capital for the constrained projects is approximately \$10.5 billion. Please note that a line item of \$100 million is included for the continued study and prioritization of projects that are currently not on the constrained list. Some of these projects appear to have considerable potential, but are at an early stage in the project development process; this funding is meant to advance the planning and study of these projects to better understand their benefits.

Initial proposal for *fiscally constrained* projects:

Project	Year	Construction cost, 2009\$b	Full cost, YOE\$b	Revenue (toll) assumptions	Public sector cost, YOE\$b
New facilities and extensions					
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	2025	2.00	3.41	75%	0.85
Elgin O'Hare Expressway Improvements (includes Western O'Hare Bypass, EOE East Extension, and EOE Add Lanes)	2020	3.60	5.49	75%	1.37
I-294/I-57 Interchange Addition	2020	0.58	0.88	20%	0.71
Red Line Extension (South)	2015	1.05	1.88	0%	1.88
West Loop Transportation Center	2020	2.50	4.15	0%	4.15
Expansions and improvements					
I-190 Access Improvements	2020	0.36	0.54	0%	0.54
I-290 Managed Lanes	2020	1.50	2.29	25%	1.72
I-55 Managed Lanes	2025	1.60	2.72	25%	2.04
I-80 Add Lanes (US 30 to US 45)	2015	0.10	0.14	0%	0.14
I-88 Add Lanes	2020	0.02	0.03	75%	0.01
I-90 Managed Lanes	2020	1.80	2.74	75%	0.69
I-94 Add Lanes North	2015	0.10	0.14	75%	0.03
North Red Line Improvements	2020	2.26	3.45	0%	3.45
Rock Island Improvements	2020	0.47	0.71	0%	0.71
Southwest Service Improvements	2020	0.19	0.31	0%	0.31
UP North Improvements	2020	0.40	0.66	0%	0.66
UP Northwest Improvements/Extension	2017	0.44	0.69	0%	0.69
UP West Improvements	2017	0.56	0.89	0%	0.89
Other					
Continued study and prioritization					0.10
Total public sector cost					20.8
Total public sector cost for new capital elements*				11	10.5

^{*} This figure is calculated by applying the standard that 50% of the cost of an average project actually involves reconstruction, which has already been counted in the "safe and adequate" or "state of good repair" cost categories. Therefore, while the total project costs of constrained projects are \$20.8 billion, only \$10.4 billion of this is actually

estimated to be for new capital elements. Added to this is the \$100 million in project development costs described above.

Initial proposal for *fiscally unconstrained* projects:

Project	Year	Construction	Full cost,	Revenue (toll)	Public sector
-)		cost, 2009\$b	YOE\$b	assumptions	cost, YOE\$b
New facilities and extensions		τους, 2007φυ	ТОЕФВ	ussumptions	COSC, TO EQU
Blue Line West Extension	2040	2.30	5.58	0%	5.58
BNSF Extension	2020	0.08	0.12	0%	0.12
Brown Line Extension	2040	3.70	8.98	0%	8.98
Central Area Transitway	2020	0.30	0.50	0%	0.50
Circle Line (North)	2040	2.00	4.85	0%	4.85
Circle Line (South)	2017	1.00	1.79	0%	1.79
DuPage "J" Line	2030	1.10	2.16	0%	2.16
Elgin O'Hare Expressway West Extension	2030	0.18	0.34	25%	0.26
Elgin O'Hare Expressway Far West					
Extension	2030	0.21	0.40	25%	0.30
I-80 to I-55 Connector	2040	0.10	0.24	50%	0.12
Illiana Corridor	2030	2.87	5.48	75%	1.37
Inner Circumferential Rail Service	2040	1.10	2.67	0%	2.67
McHenry-Lake Corridor	2040	1.00	2.43	25%	1.82
Metra Electric Extension	2020	0.26	0.43	0%	0.43
Mid-City Transitway	2040	1.30	3.16	0%	3.16
Milwaukee District North Extension	2020	0.58	0.96	0%	0.96
Milwaukee District West Extension	2020	0.78	1.29	0%	1.29
O'Hare to Schaumburg Transit Service	2040	1.00	2.43	0%	2.43
Orange Line Extension	2015	0.45	0.69	0%	0.69
Prairie Parkway	2025	0.90	1.53	25%	1.15
Rock Island Extension	2040	0.05	0.12	0%	0.12
Southeast Service	2017	0.74	1.17	0%	1.17
Southwest Service Extension/Full Service	2040	0.29	0.71	0%	0.71
STAR Line	2017	2.76	4.39	0%	4.39
Yellow Line Enhancements and Extension	2015	0.23	0.36	0%	0.36
Expansions and improvements					
Express Airport Train Service	2020	1.75	2.87	0%	2.87
Heritage Corridor	2040	0.18	0.43	0%	0.43
I-55 Add Lanes and Reconstruction	2020	0.75	1.14	0%	1.14
I-57 Add Lanes	2030	0.80	1.53	0%	1.53
I-80 Add/Managed Lanes	2025	2.25	3.83	25%	2.87
IL 394	2020	0.54	0.82	0%	0.82
Milwaukee District North Improvements	2020	0.08	0.12	0%	0.12
North Central Service Improvements	2040	0.30	0.72	0%	0.72
South Lakefront Corridor	2020	1.00	1.66	0%	1.66
Total mublic goston					(0.70
Total public sector cost					60.70
Total public sector cost for new capital elements*					30.35

^{*} This figure is calculated by applying the standard that 50% of the cost of an average project actually involves reconstruction, which has already been counted in the "safe and adequate" or "state of good repair" cost categories.

Project evaluation results

The January memo to the Transportation Committee included the results of the initial evaluation of each of the projects individually. This has been updated to reflect adjustments that were made

to a few projects which had problematic evaluations. The updated information is posted on the Transportation Committee website with the other March meeting materials.

The caveats that accompanied this table in January remain in place. These are high-level informational results produced using a regional model, and ranking projects based solely on these results is not recommended. Committee members should use caution in comparing projects, as small differences between them are likely not significant. In addition, any recommended project will require additional detailed study prior to implementation. Project-level studies produce different results, appropriate to the level of detailed needed for implementation. The results in this evaluation are intended to provide only a general idea of comparative benefits.

Finally, projects are not implemented in isolation. The interactions between mutually-supportive projects improve system performance beyond the sum of the individual measures. The calculation of evaluation measures for the entire set of constrained projects is underway, and initial results will be shared at the Transportation Committee meeting if available.

Schedule and next steps

The project categorization described above represents an initial staff proposal concerning the treatment of major capital projects. Discussion of this is expected at the Transportation Committee and Planning Coordinating Committee (on March 10), and modifications may be made based on these discussions. Following this, comments from stakeholders and the public will be sought during late March and April. The Transportation Committee will be briefed on the results to date at its April meeting.

In May, the Transportation Committee will be requested to recommend the endorsement of the categorization of major capital projects into constrained and unconstrained lists, possibly with further breakdowns among the unconstrained projects. The MPO Policy Committee and CMAP Board are expected to be asked for endorsement at their June meetings. Following this endorsement, a formal conformity analysis and public comment period will be held over the summer, with final adoption of the *GO TO 2040* plan and major capital projects by the MPO Policy Committee and CMAP Board in October.

ACTION REQUESTED: Discussion.

Attachment 1 Projects Not Evaluated

- Illinois Rail Net Corridor: This proposal recommends a light rail or bus rapid transit system in Kendall County.
- Illinois Transit System and Spider 10 Hwy System: This proposal features several elements. One is to develop a monorail transit system to replace the existing CTA rapid transit facilities. The second is to develop a "Spider 10" connective highway system to lead to all major arteries and highways.
- Limited Stop Airport Train Service: The Limited Stop Airport Train Service proposes airport express train service with a select number of midstream station facilities along the existing CTA Blue and Orange Lines. The Jefferson Park and Logan Square Blue Line stations are envisioned as the first two midstream stations.
- Monorail System: This proposal calls for developing a monorail system across the NE Illinois region utilizing existing transportation facility ROWs where feasible. The multipurpose non motorized Great Western Trail and Illinois Prairie Path in the western suburbs have been proposed as initial routes.
- O'Hare Direct High Speed Rail Service Network: This proposal calls for establishing a network of express commuter trains linking O'Hare with Union Station and intermodal centers with remote parking lots in Barrington, Deerfield, Naperville and Homewood.
- Rainbow Line: This proposal calls for establishing new rapid transit lines within the City of Chicago Boulevard System right-of-ways. The name of the proposal is inspired by the rainbow-like imprint of the main boulevard system. Two additional east-west branches, each roughly paralleling 95th Street and Lawrence Avenue respectively would be built in order to maximize connectivity with other rapid transit and commuter rail lines.
- Reason Foundation Project: A network of High-Occupancy Toll (HOT) expressways that includes both existing and new corridors has been proposed for the Chicago region. The key design feature of this proposal is tunneling or underground placement of new HOT, or congestion priced, lanes as a means of addressing concerns about aesthetics, noise, and property value concerns.
- Transportation for the Future Now: This proposal calls for the implementation of an
 Electronic Mechanical Highway. This type of facility will incorporate automated vehicle
 guidance (AVG) and other advanced technologies to propel both specially designed new
 vehicles or retrofitted older vehicles in motion with little congestion-causing friction or
 conflict.

Projects Initially Listed but Since Removed

- **Prairie Parkway Southeast Extension**: This proposal called for extending the Prairie Parkway corridor from its junction with I-80 in Minooka southeast to I-57. It has been incorporated into the Illiana Corridor.
- South Suburban Corridor: The proposal extended from the proposed I-355 south extension to I-80 east to I-57 in order to connect to the proposed I-57/IL394 Connector. It has been incorporated into the Illiana Corridor.

- **I-57 to IL 394 Connector**: The proposal was to extend the proposed South Suburban Corridor from its proposed terminus at I-57 east to IL 394 in the vicinity of the proposed South Suburban Airport. It has been incorporated into the Illiana Corridor.
- Illiana Corridor Extension: This proposal to extend the Illiana Expressway from I-55 to IL 394 has been incorporated into the Illiana Corridor project, including the Illiana Expressway.
- McHenry Co Extension of Prairie Parkway: This proposal called for extension of the Prairie Parkway corridor north from the Kane County Line – roughly I-90- up to the Illinois Wisconsin border. It is currently not being pursued.
- **BNSF Montgomery Extension**: This extension of the Burlington Northern Santa Fe line from Montgomery to Aurora is superseded by a proposed extension to Oswego/Plano.
- **BNSF Sugar Grove Extension**: This extension of the Burlington Northern Santa Fe line from Sugar Grove to Aurora is superseded by a proposed extension to Oswego/Plano.
- **UP-NW Extension to Richmond**: This extension of the Union Pacific Northwest line from McHenry to is now being extended to Johnsburg.
- CCP RR Service from Burlington: This proposal called for implementing commuter rail service from Burlington IL (NW Kane County) along the CCP RR right-of-way. It is currently not being pursued.
- **Circle Line**: The Circle Line was composed of new strategic links to Chicago's rapid transit system located in a ring about two to three miles from the Chicago Central Business District. The project has been divided into two parts, the Circle Line North and the Circle Line South.
- Gold Line: The Gold Line proposal called for an improved rail service line operating alongside the current Metra Electric mainline from Millennium Station to 63rd Street, and then utilizing the current Metra Electric South Chicago Branch ROW up to 93rd Street. It is incorporated into the South Lakefront Corridor proposal.
- Gray Line LRT: This proposal, to operate a rapid transit line on the current Metra Electric mainline and Metra Electric South Chicago Branch between Millennium Station and South Chicago-93rd Street, is incorporated into the South Lakefront Corridor proposal.
- **Green Line Enhancements**: this proposal included increasing the number of stations on the Green Line while maintaining or improving transit service levels. The scope of the project is such that it is not a major capital project using the definition in *GO TO 2040*.
- **Tollway Transit System**: This proposal for additional Exclusive Bus Lane/Service on I-294 and I-90 is not a major capital project using the definition in *GO TO 2040*.
- **Cicero Avenue Bus Rapid Transit**: This proposal for a Bus Rapid Transit service from Jefferson Park Blue Line Station to Ford City is not a major capital project using the definition in *GO TO 2040*.
- **South Shore Commuter Rail Extension**: This extension of the South Shore Railroad to Lowell, IN is not within the region covered by *GO TO 2040*.
- I-294 Add Lanes South: This project to add lanes to I-294 from 95th Street to IL 394 is completed.

GO TO 2040

Major Capital Project Evaluation Summary

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project IL 394	I-80 to IL 1/Goodenow Road	639 \$31,818,000	\$46.190.000 29 48 19 55	-7 1.968 -0.0772 -0.0930	1,939 -1,385	6.096 0 0.040	0.064 0.90 27.60	37,192 19 2%	625 78% 7,200 10,900 3,700 8,000 16,000 8,000 8.0 \$540,000,000
Illiana Corridor	I-55 to I-65 (Lowell, IN)	3,856 \$198,964,000	\$291,318,000 n/a 47 47 55	-8 3,807 -0.0030 -0.0786		2,261 0 -0.077	0.148 2.95 69.27	13,940 467 19%	1,050 44% n/a 4,300 4,300 n/a 8,000 8,000 n/a \$345,000,000
I-57 Add Lanes	I-80 to Wilmington-Peotone Road	415 \$17,255,000	\$26,213,000 29 40 11 65	-25 10,774 -0.0018 -0.1411		1,512 0 0.055	0.064 0.80 26.35	30,611 49 5%	593 65% 6,900 9,400 2,500 8,000 12,000 4,000 6.6 \$800,000,000
I-294 at I-57 Interchange Addition	I-294 at I-57	7 \$1,896,000	\$3,176,000 n/a n/a 0 n/a	n/a 9,408 -0.0146 -0.0170		714 0 0.047	0.004 -0.01 1.79	2,014 0 0%	722 100% n/a n/a 0 n/a n/a 0 0.0 \$687,000,000
I-80 Add Lanes I-80 Add/Managed Lanes	US 30 to US 45 Grundy County Line (Ridge Rd) to I-294	1,504 \$72,631,000 3,470 \$161,743,000	\$106,945,000 19 28 9 65 \$237,901,000 19 34 15 65	-37 -19,048 -0.0647 -0.0767 -31 -47,162 -0.2005 -0.0825		3,226 0 -0.030 1.832 0 -0.083	0.002 0.19 3.26 0.124 1.44 53.75	10,002 86 10% 63,669 180 9%	607 71% 6,400 9,100 2,700 8,000 12,000 4,000 7.6 \$100,000,000 1,496 75% 6,400 11,500 5,100 8,000 16,000 8,000 7.6 \$2,250,000,000
1-80 to 1-55 Connector	I-80 to I-55	1.387 \$64.446.000	\$95.565.000 n/a 55 55 55	0 -8,548 -0.0832 -0.1112		1.166 0 0.026	0.091 0.61 36.39	-2.007 8 33%	13 54% n/a 1.700 1.700 n/a 8.000 8.000 n/a n/a
I-55 Add Lanes and Reconstruction	I-80 to Coal City Rd	1,457 \$73,749,000	\$108,798,000 33 56 23 65	-9 -6,562 -0.0344 -0.0339		677 0 -0.009	0.037 -0.10 13.59	-1,705 145 24%	264 43% 5,800 6,800 1,000 8,000 12,000 4,000 6.8 \$750,00,000
I-55 Managed Lanes	Weber Rd to I-90/94	2,098 \$107,017,000	\$155,460,000 16 18 2 55	-37 -34,299 -0.1381 -0.1771	3,041 -4,608 4	4,237 0 -0.037	0.033 0.91 16.61	36,588 143 5%	2,548 84% 11,500 13,000 1,500 12,000 14,000 2,000 0.0 \$1,600,000,000
Prairie Parkway	I-88 to I-80	1,748 \$93,785,000	\$137,534,000 n/a 48 48 55	-7 -32,025 -0.1650 -0.2360		7,625 0 0.041	0.193 2.79 80.85	163,958 528 81%	193 30% n/a 4,400 4,400 n/a 8,000 8,000 n/a \$907,901,000
I-88 Add Lanes	IL 56 to Orchard Rd I-88 to Austin Blvd	419 \$20,799,000 1.283 \$70.681.000	\$30,815,000 12 31 19 65 \$102,745,000 5 7 2 55	-34 8,381 -0.0792 -0.2294 -48 -22.676 -0.1115 -0.0753	5,420 -4,653 -1 6,537 -5,502 3	1,425 0 0.008 3.271 0 -0.019	0.008 0.33 5.22 0.007 0.33 3.79	12,517 168 26% 15.921 6 1%	497 77% 7,400 9,400 2,000 8,000 12,000 4,000 6.8 \$714,500,000 1.112 94% 13,200 15,400 2,200 10,800 13,200 2,400 5.1 \$1,500,000,000
I-290 Managed Lane I-190 Access Improvements	I-88 to Austin Bivd I-90 to O'Hare Terminals	1,283 \$70,681,000 386 \$16,939,000	\$102,745,000 5 7 2 55 \$24,781,000 27 54 27 55	-48 -22,676 -0.1115 -0.0753 -1 -7.031 -0.0019 -0.0742		-674 0 -0.019	0.007 0.33 3.79	14,946 3 0%	1.057 100% 11.600 10.200 -1.400 12.000 16.000 4.000 6.5 \$355,000,000
Elgin O'Hare Expressway Add Lanes	I-290 to Gary Avenue	1.615 \$88.961.000	\$130,579,000 19 35 16 55	-20 -6.854 -0.0646 -0.1434		4.431 0 -0.007	-0.007 -0.15 -2.84	-6.964 5 1%	493 91% 8,000 10,100 2,100 8,000 12,000 4,000 7.2 \$650,000,000
Elgin O'Hare Expressway East Extension	I-290 to West O'Hare Bypass	509 \$26,066,000	\$39,109,000 n/a 54 54 55	-1 1,603 -0.0626 -0.1337	1,822 -1,835	3,798 0 0.002	0.022 0.52 11.71	18,822 11 1%	1,380 100% n/a 10,100 7,200 n/a 12,000 12,000 n/a \$830,000,000
Elgin O'Hare Expressway West Extension	Gary Ave to US 20	628 \$29,577,000	\$43,384,000 n/a 52 52 55	-3 -2,635 -0.0458 -0.2164		2,613 0 -0.005	-0.004 0.02 -0.06	2,314 52 6%	694 83% n/a 5,100 5,100 n/a 8,000 8,000 n/a \$180,000,000
Elgin O'Hare Expressway Far West Extension	Shales Pkwy to E Bartlett Rd, as high level arterial	657 \$31,816,000	\$47,328,000 10 14 4 55	-41 190 -0.0198 -0.0283		1,225 0 0.005	-0.006 -0.14 -2.04	-4,221 135 12%	953 82% 3,600 5,100 1,500 3,300 5,000 1,700 n/a \$210,000,000
West O'Hare Bypass I-90 Managed Lanes	I-294 to I-90 I-294 to I-39	1,684 \$84,649,000 3.183 \$148.070.000	\$123,959,000 n/a 40 40 55 \$215,299,000 12 20 8 55	-15 -20,618 -0.1160 -0.1321 -35 -87,652 -0.2500 -0.3496		7,164 0 -0.001 7.155 0 -0.087	0.039 0.91 18.77 0.178 3.03 85.76	36,726 3 0% 113.046 187 10%	1,632 100% n/a 5,600 5,600 n/a 8,000 8,000 n/a \$1,615,384,615 1,521 81% 12,500 15,100 2,600 12,000 16,000 4,000 6.9 \$1,845,000,000
McHenry-Lake Corridor	IL 120 @ Wilson Rd to Richmond	507 \$21,285,000	\$31,446,000 n/a 51 51 55	-4 5.285 0.0186 0.0518		346 0 0.044	0.061 0.91 26.56	29.537 260 22%	803 68% n/a 3,800 3,800 n/a 8,000 8,000 n/a \$1,000,000,000
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	Lake-Cook Rd to IL 120; Wilson Rd to I-94	9,838 \$513,650,000	\$755,218,000 n/a 25 25 55	-30 -152,922 -0.3986 -0.7168		8,783 0 -0.331	-0.007 2.66 16.80	90,192 211 9%	1,907 79% n/a 9,200 9,200 n/a 12,000 12,000 n/a \$461,200,000
I-94 Add Lanes North	IL/WI Border to IL 173	935 \$45,009,000	\$66,826,000 20 44 24 65	-21 -14,801 -0.0292 -0.0887	655 -612		-0.011 -0.08 -3.92	-10,976 10 12%	70 84% 8,000 8,800 800 12,000 16,000 4,000 8.3 \$1,230,000,000
Southeast Service	Chicago CBD to Crete	642 \$28,110,000	\$41,572,000 n/a n/a n/a n/a	n/a -6,333 0.0138 -0.1095		-423 16,894 0.006	-0.010 0.16 -2.75	9,111 5 1%	255 71% n/a n/a n/a n/a n/a n/a n/a \$735,000,000
Metra Electric Extension	University Park to South Surburban Airport	337 \$18,555,000	\$27,428,000 n/a n/a n/a n/a	n/a 9,022 -0.0118 -0.5870 n/a 9.043 0.3929 -0.9548		2,526 5,396 0.017 4.592 28.864 0.180	-0.012 -0.22 -4.95 0.020 0.21 8.99	-8,004 18 13% 22,996 3 2%	83 58% n/a n/a n/a n/a n/a n/a n/a \$260,000,000 125 74% n/a n/a n/a n/a n/a n/a n/a \$178,000,000
Heritage Corridor Improvements Southwest Service Improvements (and extension/full service)	Joliet to Union Station: resolution of freight conflicts Union Station to Manhattan (extension to Midewin)	-2,139 -\$79,281,000 -2,752 -\$106,698,000	-\$116,142,000 n/a n/a n/a n/a -\$158,701,000 n/a n/a n/a n/a	n/a 9,043 0.3929 -0.9548 n/a 1,823 0.3751 -0.7451		4,592 28,864 0.180 3,829 21,640 0.107	0.020 0.21 8.99 -0.055 -0.76 -17.78	22,996 3 2% -6,025 11 4%	125 74% n/a n/a n/a n/a n/a n/a n/a n/a \$178,000,000 239 76% n/a n/a n/a n/a n/a n/a n/a \$479,000,000
Rock Island Improvements (and extension)	La Salle St to Joliet (extension to Minooka)	2,127 \$90,878,000	\$135,846,000 n/a n/a n/a n/a	n/a -19.881 -0.1339 0.4549		622 4.215 -0.052		-134.002 8 1%	602 98% n/a n/a n/a n/a n/a n/a n/a n/a s330,000,000
Suburban Transit Access Route (STAR Line)	Joliet to Hoffman Estates to O'Hare	829 \$33,894,000	\$50,861,000 n/a n/a n/a n/a	n/a 3,736 0.0763 0.0829	-37,500 37,341 -1		-0.022 -0.33 -7.53	-28,392 36 12%	243 81% n/a n/a n/a n/a n/a n/a n/a s2,759,000,000
BNSF Extension	Aurora to Oswego/Plano	-1,250 -\$41,087,000	-\$59,556,000 n/a n/a n/a n/a	n/a -10,424 0.5978 -0.8650		3,624 39,994 0.139	-0.004 -0.40 -0.45	10,998 36 40%	73 80% n/a n/a n/a n/a n/a n/a n/a \$75,000,000
UP West Improvements	Signal, storage, track, and service upgrades	-246 -\$6,791,000	-\$9,426,000 n/a n/a n/a n/a	n/a 10,468 0.0394 -0.2211		-321 6,354 0.052	0.018 0.37 7.53	18,347 73 13%	464 84% n/a n/a n/a n/a n/a n/a n/a n/a \$558,000,000
Inner Circumferential Rail Service Milwaukee District West Extension	O'Hare to Midway via Indiana Harbor Belt Railroad Big Timber Station to Huntley	2,166 \$126,883,000 566 \$24,215,000	\$186,225,000 n/a n/a n/a n/a \$35,767,000 n/a n/a n/a n/a	n/a -13,262 -0.0290 -0.2779 n/a -5.838 -0.0756 -0.0260		-564 68,021 0.029 3,985 3,101 -0.043	0.017 0.32 6.71 -0.046 -0.62 -18.67	13,838 0 0% -25,372 37 51%	287 97% n/a n/a n/a n/a n/a n/a n/a s349,000,000 44 60% n/a n/a n/a n/a n/a n/a n/a s777.000,000
North Central Service Improvements	Union Station to Antioch	580 \$24,215,000	\$35,767,000 n/a n/a n/a n/a n/a \$37,895,000 n/a n/a n/a n/a	n/a 2,645 0.0642 -0.7805		2.457 20.812 0.073	0.037 0.69 14.61	30.794 21 5%	396 94% n/a n/a n/a n/a n/a n/a n/a n/a \$297,000,000
UP Northwest Improvements/Extension	McHenry to Johnsburg	1,267 \$54,954,000	\$81,637,000 n/a n/a n/a n/a	n/a -20,103 -0.1292 0.1636		2,034 309 -0.110	-0.085 -1.21 -33.82	-53,504 36 8%	435 98% n/a n/a n/a n/a n/a n/a n/a s436,000,000
Milwaukee District North Improvement	Fox Lake to Rondout	123 \$7,191,000	\$10,818,000 n/a n/a n/a n/a	n/a 9,823 -0.0061 -0.1335		2,302 4,087 0.055	0.007 0.06 2.68	3,023 79 17%	244 54% n/a n/a n/a n/a n/a n/a n/a \$79,000,000
Milwaukee District North Extension	Rondout to Wadsworth	977 \$51,662,000	\$76,181,000 n/a n/a n/a n/a	n/a -4,964 -0.1043 -0.2758		1,195 9,988 -0.038	-0.036 -0.66 -14.62	-29,295 3 1%	368 96% n/a n/a n/a n/a n/a n/a n/a \$567,000,000
UP North Improvements	Track and Signal Improvements from Ogilvie to Kenosha	-9 \$2,784,000 767 \$41.793.000	\$4,728,000 n/a n/a n/a n/a \$61,414,000 n/a n/a n/a n/a	n/a 10,636 0.1087 -0.3746 n/a 4.287 -0.0002 -0.1070		639 13,129 0.080 336 4.317 0.040	0.041 0.77 16.13 0.000 0.00 0.08	35,337 0 0% 2.063 0 0%	697 94% n/a n/a n/a n/a n/a n/a n/a s400,000,000 250 98% n/a n/a n/a n/a n/a n/a n/a n/a
South Lakefront Corridor Red Line Extension (South)	Existing ME So Chicago Branch - Randolph to 93rd St 95th to 130th Sts	376 \$19,842,000	\$29,819,000 n/a n/a n/a n/a	n/a -63 -0.0254 -0.2915		1,404 6,903 0.048	0.005 -0.03 1.85	-10.217 0 0%	250 98% n/a n/a n/a n/a n/a n/a n/a n/a n/a 247 100% n/a n/a n/a n/a n/a n/a n/a s1.050.000,000
Orange Line Extension	Midway to Ford City SC	1.925 \$101.622.000	\$149.043.000 n/a n/a n/a n/a	n/a 8.492 0.0108 -0.3261		1.107 5.019 -0.031	-0.034 -0.70 -14.61	-3.366 0 0%	96 100% n/a n/a n/a n/a n/a n/a n/a s350,000,000
Circle Line South	Lake/Ashland to Ashland Av Orange Line Station	-276 -\$10,985,000	-\$15,292,000 n/a n/a n/a n/a	n/a 3,137 0.2970 -0.7501		-462 29,722 0.090	-0.012 -0.56 -4.03	-12,305 0 0%	155 99% n/a n/a n/a n/a n/a n/a n/a \$1,600,000,000
Blue Line West Extension	Forest Park to Lisle	930 \$47,062,000	\$70,401,000 n/a n/a n/a n/a	n/a 1,942 -0.0363 -0.1216		2,000 24,616 -0.007	-0.026 -0.47 -9.73	-16,264 0 0%	217 95% n/a n/a n/a n/a n/a n/a n/a n/a
DuPage "J" Line	Aurora to O'Hare/Schaumburg	491 \$24,975,000	\$36,911,000 n/a n/a n/a n/a	n/a 7,524 -0.0203 -0.1876		3,078 -2,311 0.024	-0.003 -0.08 -1.19	-3,139 16 9% -7405 0 0%	159 89% n/a n/a n/a n/a n/a n/a n/a n/a n/a 468 99% n/a n/a n/a n/a n/a n/a n/a s4 900 000 000
Mid-City Transitway West Loop Transportation Center	Jefferson Pk Station to 87th St via BRC RR Union Station and Ogilvie connection plus Clinton St Subway	193 \$12,293,000 171 \$13,984,000	\$18,614,000 n/a n/a n/a n/a \$20,685,000 n/a n/a n/a n/a	n/a 12,485 0.0097 -0.1459 n/a -2,009 -0.0403 -0.2539		-722 37,738 0.044 -241 5,539 0.018	0.002 -0.15 0.54 -0.005 -0.19 -1.75	-7,405 0 0% -4,340 2 0%	468 99% n/a n/a n/a n/a n/a n/a n/a s4,900,000,000 947 97% n/a n/a n/a n/a n/a n/a n/a s2,000,000,000
Central Area Transitway	Carroll Ave-Clinton Ave: Navy Pier to Congress Pkwy	1,013 \$61,756,000	\$88,919,000 n/a n/a n/a n/a	n/a 81 0.0750 -0.2079		991 11,395 0.047	0.007 0.43 3.75	21,779 0 0%	106 98% n/a n/a n/a n/a n/a n/a n/a n/a \$2,000,000,000
Circle Line North	Fullerton Av Station to Ashland/Lake	-740 -\$7,254,000	-\$12,078,000 n/a n/a n/a n/a	n/a 18,879 0.3925 -0.4692		-638 20,865 0.132	-0.001 -0.36 1.38	978 0 0%	97 98% n/a n/a n/a n/a n/a n/a n/a s200,000,000
Brown Line Extension	Lawrence/Kimball to Jefferson Park Blue Line Station	1,213 \$63,138,000	\$92,280,000 n/a n/a n/a n/a	n/a -549 -0.0449 -0.1747		5,915 4,903 -0.025	-0.027 -0.50 -10.74	-18,709 0 0%	31 100% n/a n/a n/a n/a n/a n/a n/a \$3,700,000,000
Express Airport Train Service	O'Hare to Midway plus terminal at 108 N State	880 \$49,243,000	\$72,123,000 n/a n/a n/a n/a	n/a 5,141 -0.0179 -0.1698		-466 5,919 0.026	0.004 0.03 1.48	2,697 0 0%	240 98% n/a n/a n/a n/a n/a n/a n/a \$1,750,000,000
O'Hare to Schaumburg Transit Service Yellow Line Enhancements and Extension	Schaumburg to O'Hare Western Terminal Howard St to Old Orchard Road	-302 -\$10,540,000 994 \$45,843,000	-\$14,762,000 n/a n/a n/a n/a \$67,917,000 n/a n/a n/a n/a	n/a 7,645 0.0024 -0.1568 n/a -2,166 0.0150 -0.3274		3,807 10,958 0.029 1,413 5,471 0.005	0.006 0.03 2.13 -0.019 -0.42 -7.59	708 2 1% -21,019 0 0%	141 94% n/a n/a n/a n/a n/a n/a n/a n/a \$800,000,000 86 97% n/a n/a n/a n/a n/a n/a n/a \$230,000,000
North Red Line Improvements	Howard St to Old Orchard Road Howard St to Addison St	408 \$18.766.000	\$27,721,000 n/a n/a n/a n/a	n/a -4,708 -0.0026 -0.1889		1,413 5,471 0.005		-21,019 0 0%	284 100% n/a n/a n/a n/a n/a n/a n/a n/a s230,000,000
Paralina	Pagion without improvements	E 024 106 \$412 724 000 000		2 524 991 22 94 59 24					,

Baseline Region without improvements 5,924,19 \$412,724,000,000 \$626,828,000,000 \$3.536,811 \$3.84 \$8.02 \$2,922,02 \$3.06,402 \$8.16,80 \$1,268,00 \$6.05,45 \$1,00,40 \$2,01,87 \$40,710,832 \$1,00,40 \$1

Cell values are the change from the baseline values given in the last row. Measures that pertain to the project only do not have a baseline value. Shaded cells are those where the magnitude of change is very small. These

Copy of Evaluation summary 10-02-26 Posted January 12, 2010



GO TO 2040 MAJOR CAPITAL PROJECTS

Updated February 26, 2010



Project Limits

IL-394 I-80 to IL 1/Goodenow Road

<u>Illiana Corridor</u> I-55 to I-65 (Lowell, IN)

<u>I-57 Add Lanes</u> I-80 to Wilmington-Peotone Road

<u>I-294 at I-57 Interchange Addition</u> I-294 at I-57

<u>I-80 Add Lanes</u> US 30 to US 45

<u>I-80 Managed / Add Lanes</u> Grundy County Line (Ridge Rd) to I-294

<u>I-80 to I-55 Connector</u> I-80 to I-55

I-55 Add Lanes I-80 to Coal City Rd

I-55 HOV Weber Rd to I-90/94

Prairie Parkway I-88 to I-80

I-88 Add Lanes IL 56 to Orchard Rd

<u>I-290 Managed Lane</u> I-88 to Austin Blvd

<u>I-190 Improvements</u> I-90 to O'Hare Terminals

Elgin O'Hare Add Lanes I-290 to Gary Avenue

Elgin O'Hare East Extension I-290 to West O'Hare Bypass

Elgin O'Hare West Extension Gary Ave to US 20

Elgin O'Hare Far West Extension Shales Pkwy to E Bartlett Rd, As a High Level

Arterial

West O'Hare Bypass I-294 to I-90

<u>I-90 Add Lanes</u> I-294 to I-39

McHenry-Lake Corridor IL 120 @ Wilson Rd to Richmond

Central Lake County Corridor Lake-Cook Rd to IL 120; Wilson Rd to I-94

IL/WI Border to IL 173

Southeast Service Chicago CBD to Crete

Metra Electric District Extension and

Improvements

University Park to South Surburban Airport

Heritage Corridor Improvements

Joliet to Union Station: Resolution of Freight

Conflicts

Southwest Service Improvements and

Extension

Union Station to Midewin

Rock Island District Improvements and

Extension

La Salle St to Minooka/Peru

STAR Line Joliet to Hoffman Estates to O'Hare

BNSF Extension Aurora to Oswego/Plano

<u>Union Pacific West Improvements</u> Signal, Storage, Track, and Service Upgrades

Inner Circumferential Rail Service O'Hare to Midway via Indiana Harbor Belt

Railroad

Milwaukee District West Extension Big Timber Station to Huntley

North Central Service Improvements Union Station to Antioch

Union Pacific Northwest Improvements and

Extension

McHenry to Johnsburg

Milwaukee District North Improvements Fox Lake to Rondout

Milwaukee District North Extension -

Wadsworth

Rondout to Wadsworth

Union Pacific North Improvements Track and Signal Improvements from Ogilvie to

Kenosha

South Lakefront Corridor Existing ME So Chicago Branch - Randolph to

93rd St

Red Line South Extension 95th to 130th Sts

Orange Line Extension Midway to Ford City SC

Circle Line South

Lake/Ashland to Ashland Av Orange Line

Station

Blue Line West Extension Forest Park to Lisle

<u>DuPage "J-Line" Bus Rapid Transit</u>
Aurora to O'Hare/Schaumburg

Mid-City Transitway

Jefferson Pk Station to 87th St via BRC RR

West Loop Transportation Center Union Station and Ogilvie Connection plus

Clinton St Subway

Central Area Transitway Carroll Ave-Clinton Ave: Navy Pier to

Congress Pkwy

<u>Circle Line North</u>
Fullerton Av Station to Ashland/Lake

Brown Line Extension Lawrence/Kimball to Jefferson Park Blue Line

Station

Express Airport Train Service O'Hare to Midway Plus Terminal at 108 N

State

Schaumburg-O'Hare Transit Connection Schaumburg to O'Hare Western Terminal

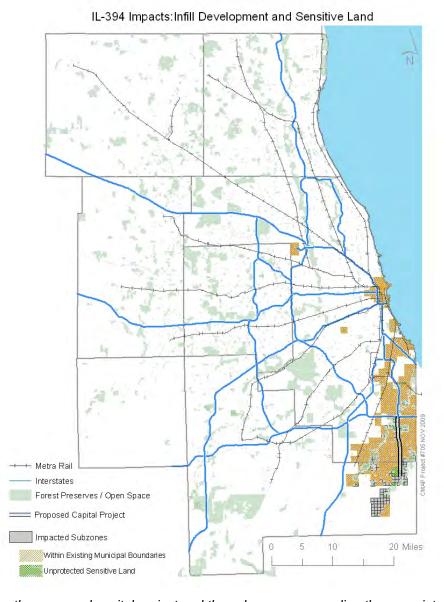
Yellow Line Extension Howard St to Old Orchard Road

North Red Line Improvements Howard St to Addison St

Project Description

IL 394 connects southeastern Cook County and northeastern Will County to the rest of the region. The highway is expected to be a key access route to the proposed South Suburban Airport and developing Will County. The initial proposal is add lanes and upgrade design to expressway level from I-80/94 south to Exchange Street.

Project Map



Two lanes in each direction would be added from Thornton-Lansing Road to Steger Road; one lane in each direction would be added from Steger Road to Exchange Street. From I-80/94 to Exchange Street, IL 394 will be converted from the existing high-type arterial to freeway design. From Exchange Street to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety. Preliminary plans call for several improvements: reconfiguration of the terminus at IL 1 and Goodenow Rd; reconstruction of two existing interchanges at Glenwood-Dyer Road and US 30; three (3) additional interchanges at Sauk Trail Road, Steger Road, and Exchange Street; existing overpass at Joe Orr Road reconstructed; two additional overpasses will be constructed at Richton Road and Faithorn-Burville Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	639
Long-term economic development	Total income in region	\$412,724,000,000	\$31,818,000
development	Gross Regional Product	\$626,828,000,000	\$46,190,000
Congestion	Average Speed	29	19
Congestion	Hours of congestion systemwide	3,536,881	1,968
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.08
Time	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	1,939
Wiode share	Total trips, transit	3,306,482	-1,385
	Average number of jobs accessible within 45 minutes by auto	831,680	6,096
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.040
A ! 110	Daily emissions of NOX, tons	50.937	0.064
Air quality	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	28
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	37,192
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	19
preservation	as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	625
	as % of total impacted subzones	n/a	78%
D 1 1 1 11 11 11	One-Way Traffic Volumes	7,200	3,700
Peak period utilization	Peak Period One-Way Capacity	8,000	8,000
Facility condition	CRS score (applies to highways only)	n/a	8.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: construction cost in 2009 dollars is estimated at \$540 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: the Project will provide enhanced access to the proposed Metra Southeast Service and proposed I-294 HOV service originated along I-80 near South Holland.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: The design for recent improvements includes accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and Old Plank Road.

Consistency with subregional plans: Adding lanes between US 30 and Exchange Street is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

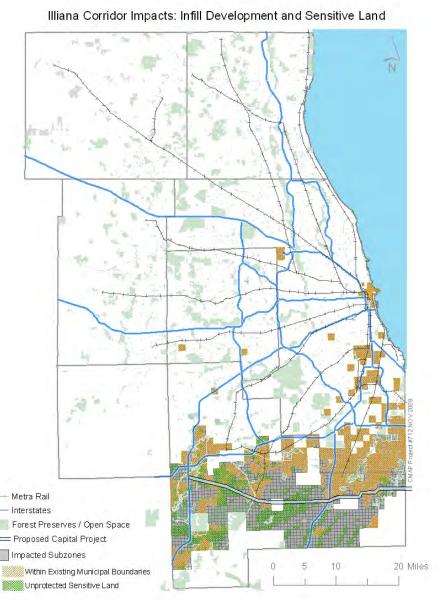
A phase-I engineering study for the project has been completed. This project has a year 2020 completion time frame.

Illiana Corridor

Project Description

To provide access to Will County's burgeoning freight and logistics centers and serve its increased residential population, as well as serve as an alternate to the highly traveled I-80 corridor, an Illiana expressway corridor has been proposed to connect I-55 south of Joliet to I-65 near Lowell Indiana traversing Will County.

Project Map



The initial proposal is to build a new expressway, ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length is estimated at 56 miles. Intermediate interchanges are planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	3,856
Long-term economic development	Total income in region	\$412,724,000,000	\$198,964,000
development	Gross Regional Product	\$626,828,000,000	\$291,318,000
Congestion	Average Speed	n/a	47
Congestion	Hours of congestion systemwide	3,536,881	3,807
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	10,941
Mode snare	Total trips, transit	3,306,482	-8,531
	Average number of jobs accessible within 45 minutes by auto	831,680	2,261
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.077
A . 1.,	Daily emissions of NOX, tons	50.937	0.148
Air quality	Annual emissions of direct PM, tons	1,020.4	2.9
	Annual emissions of NOX, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,940
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	467
preservation	as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	as % of total impacted subzones	n/a	44%
D 1 1 1 11 1	One-Way Traffic Volumes	n/a	4,300
Peak period utilization	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: In construction year 2017 dollars, combined construction and engineering cost estimates range from \$500 million for, for a 4-lane limited access expressway to \$869 million for an 8-lane limited access expressway (INDOT, Cambrige Systematics, Illiana Corridor Feasibility Study Final Report).

New Construction Cost estimates in (2009 \$) are as follows for a three lane roadway: \$1,750,000,000 from I-55 to I-57 (25 miles); \$700,000,000 from I-57 to IL 394 (10 miles); \$420,000,000 from IL 394 to US 41 (6 miles); and \$560,000,000 from US 41 to I-65 (8 miles). An average of \$70,000,000 per mile was used (IDOT).

Connectivity: The project connects a number of major roadways, including I-65 in Indiana, I-57, IL 394, and I-55. The proposed Illiana Corridor will also provide enhanced access to the following current and proposed Metra commuter rail stations: Midewin, Manhattan (Southwest Service); South Suburban Airport (Metra Electric), Crete (Southeast Service).

Safety and Security: The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and Pedestrian accommodation: this project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: All segments of the larger project from the Illiana Corridor west to I-55 are recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The Illiana Corridor will serve the aforementioned industrial and logistics development, particularly those planned in the vicinity of the Joliet Arsenal area. Freight stakeholders in Will County have even recommended specific alignments for the expressway that will have minimal impact on local residential communities.

Project Status

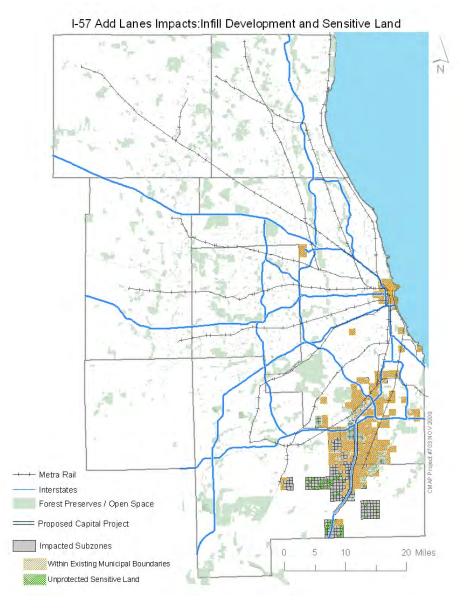
INDOT with Cambridge Systematics released the Illiana Corridor Feasibility Study Final Report in July 2009. At this juncture, there has not been a decision reached on the exact alignment of the proposed expressway, neither are additional activities, such as alternatives analysis, scheduled. The scope of the Illiana project has expanded considerably since the 2030 RTP publication, now addressing connections from I-394 to west I-57, and I-57 west to I-55 (in effect incorporating three separate proposals from the 2030 plan). As part of a project level analysis, consideration should be given to coordinate with the proposed Prairie Parkway near Minooka. This project has a year 2030 time frame.

I-57 Add Lanes

Project Description

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport. The initial proposal is to add one lane in each direction to I-57 from I-80 south to Wilmington-Peotone Road.

Project Map



One lane will be added on 17.1 miles of I-57 from I-80, first to the proposed Illiana Expressway, and then to Wilmington-Peotone Road. New interchange access will be available from Stuenkel Road and the proposed South Suburban Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Lang tarm aganamia	Jobs in region	5,924,196	415
Long-term economic development	Total income in region	\$412,724,000,000	\$17,255,000
development	Gross Regional Product	\$626,828,000,000	\$26,213,000
Congostion	Average Speed	29	11
Congestion	Hours of congestion systemwide	3,536,881	10,774
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	7,355
Mode snare	Total trips, transit	3,306,482	-7,377
	Average number of jobs accessible within 45 minutes by auto	831,680	1,512
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.064
Air quality	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	26
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,611
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	49
preservation	as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	593
	as % of total impacted subzones	n/a	65%
Deal medical officer	One-Way Traffic Volumes	6,900	2,500
Peak period utilization	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.6

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at \$800 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project will provide improved access to existing and planned Metra Electric Service stations, from Matteson through the proposed South Suburban Airport station.

Safety and Secuity: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

Bicycle and pedestrian accommodation: This project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan for encouraging economic growth, particularly in the freight industry and as a complement to a proposed South Suburban Airport.

Project status

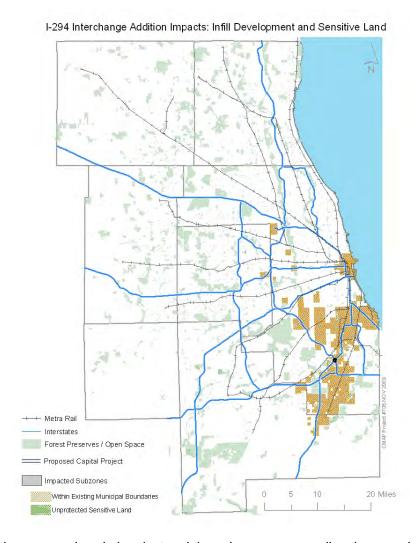
No project planning activities or studies are scheduled in the near future. This project has a long term (year 2030) completion time frame.

I-294 at I-57 Interchange Addition

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. A proposed new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve accessibility to and from the south and southwest suburbs.

Project Map



Project Details and Evaluation

The initial proposal is to build a new full interchange at I-57, between I-57's existing 147th and 159th Street interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	7
Long-term economic development	Total income in region	\$412,724,000,000	\$1,896,000
development	Gross Regional Product	\$626,828,000,000	\$3,176,000
Congostion	Average Speed	0	0
Congestion	Hours of congestion systemwide	3,536,881	9,408
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.01
Time	Average travel time in minutes, transit	58.36	-0.02
Madaalaaa	Total trips, auto	29,222,026	3,509
Mode share	Total trips, transit	3,306,482	-3,712
	Average number of jobs accessible within 45 minutes by auto	831,680	714
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.047
4	Daily emissions of NOX, tons	50.937	0.004
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,014
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	722
	as % of total impacted subzones	n/a	100%
Doole mania destilias Com	One-Way Traffic Volumes	0	0
Peak period utilization	Peak Period One-Way Capacity	0	0
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: estimated project cost is \$687 million (2009 \$).

Connectivity: Project may facilitate HOV transit services from farther south suburbs utilizing proposed I-294 HOV lane projects.

Safety and Security: Project will provide additional route alternatives for evacuation and first response actions.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that maintain or are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: Not identified.

Project Status:

The Illinois Tollway has this project listed as a component in their Congestion Relief Program

(<a href="http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/T

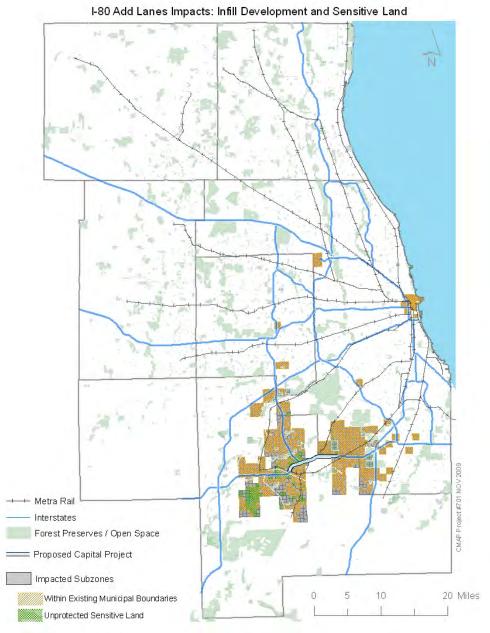
(<u>http://www.dot.state.il.us/desenv/Environment/I294I57_EA/Cover.pdf</u>) and have applied for US DOT TIGER funding in September of 2009. No further planning activities have been scheduled thus far. The project has a year 2020 completion time frame.

I-80 Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. This proposal will add lanes to I-80 from the US 30 east to US 45.

Project Map



Initially, the add lanes on the 8.0 mile long US 30 to US 45 segment will be pursued, with managed lanes proposed for a larger corridor extending from River Road near Minooka (Grundy County) east to I-294. The initial segment is scheduled first to serve travel demand resulting from the recent completion of the I-355 south extension to I-80.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	1,504
Long-term economic development	Total income in region	\$412,724,000,000	\$72,631,000
development	Gross Regional Product	\$626,828,000,000	\$106,945,000
Congestion	Average Speed	n/a	9
Congestion	Hours of congestion systemwide	3,536,881	-19,048
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.06
Time	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	3,410
Wiode share	Total trips, transit	3,306,482	-3,641
	Average number of jobs accessible within 45 minutes by auto	831,680	3,226
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.030
A ! 110	Daily emissions of NOX, tons	50.937	0.002
Air quality	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,002
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	86
preservation	as % of total impacted subzones	n/a	10%
	Number of impacted subzones within municipal	n/a	607
Infill and reinvestment	boundaries		
	as % of total impacted subzones	n/a	71%
Dook named utilize the	One-Way Traffic Volumes	n/a	2,700
Peak period utilization	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

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Cost: Construction cost in 2009 dollars is estimated at \$100,000,000 (IDOT District 1, January, 2010- Neither engineering nor ROW acquisition included).

Connectivity: Interchanges at US 30 and US 45 are located near the respective New Lenox and Hickory Creek stations on the Metra Rock Island District commuter rail line.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle-truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The design for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

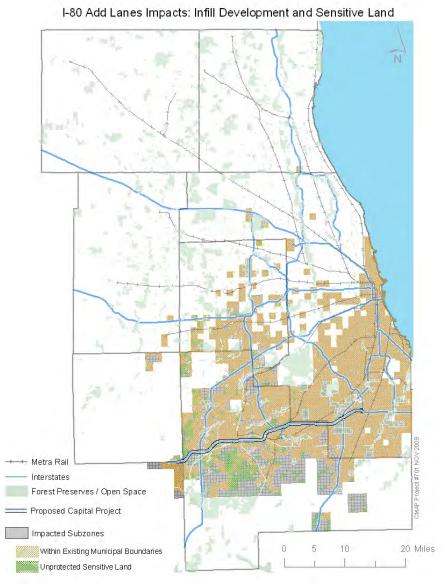
Phase 1 Engineering is underway for this project, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

I-80 Managed / Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 from the Grundy County line east to I-294. Initially the add lanes between US 30 and US 45 will be pursued (see I-80 Add Lanes). A more expansive project proposal calls for a combination of new managed lanes and general purpose lanes will be added throughout the entire corridor.

Project Map



This project calls for:

Adding a managed lane in each direction from River Road east to I-294, plus adding a general purpose lane from I-55 to US 30. This corridor totals 34.5 miles in length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T and tames assumed:	Jobs in region	5,924,196	3,470
Long-term economic development	Total income in region	\$412,724,000,000	\$161,743,000
development	Gross Regional Product	\$626,828,000,000	\$237,901,000
Congestion	Average Speed	n/a	15
Congestion	Hours of congestion systemwide	3,536,881	-47,162
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.20
Time	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	2,867
Wode share	Total trips, transit	3,306,482	-3,323
Like hearing a second	Average number of jobs accessible within 45 minutes by auto	831,680	11,832
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.083
Aim analiter	Daily emissions of NOX, tons	50.937	0.124
Air quality	Annual emissions of direct PM, tons	1,020.4	1.4
	Annual emissions of NOX, tons	20,187	54
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	63,669
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	180
preservation	as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,496
	as % of total impacted subzones	n/a	75%
Deal and Local Co	One-Way Traffic Volumes	n/a	5,100
Peak period utilization	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

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Cost: Construction cost in 2009 dollars is estimated as follows: reconstruction and add lane (3rd/ each direction) from Grundy County Line to US 30 - \$750,000,000; reconstruction and add lanes (4th, managed, each direction) from US 45 to I-294 - \$600,000,000; reconstruction and add lanes (4th, managed, each direction) from Grundy County Line to US 30, \$900,000,000 (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: I-80 provides access to the following Metra Rock Island District current and proposed commuter stations: Minooka, Joliet, New Lenox, Hickory Creek, and Tinley Park.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The designs for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

Phase 1 Engineering is underway for the US 30 to US 45 segment, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

I-80 to I-55 Connector

Project Description

The commercial and industrial developments in Will County south of Joliet will require improvements in access and connectivity within NE Illinois and to other areas across the state and nation. Critical to this goal is providing an expressway connection from I-80 and the Prairie Parkway to I-55 and the Illiana Corridor.



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

This proposal calls for building an expressway connection from the I-80 at Prairie Parkway interchange southeast to the interchange of I-55 at the proposed Illiana Corridor (exact alignment is undetermined, but could be as long as 9.3 miles). This proposed expressway will have no intermediate interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	1,387
Long-term economic development	Total income in region	\$412,724,000,000	\$64,446,000
development	Gross Regional Product	\$626,828,000,000	\$95,565,000
Congestion	Average Speed	n/a	55
Congestion	Hours of congestion systemwide	3,536,881	-8,548
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.08
Time	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	2,499
wiode share	Total trips, transit	3,306,482	-2,803
	Average number of jobs accessible within 45 minutes by auto	831,680	1,166
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.026
A !	Daily emissions of NOX, tons	50.937	0.091
Air quality	Annual emissions of direct PM, tons	1,020.4	0.6
	Annual emissions of NOX, tons	20,187	36
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-2,007
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	8
preservation	as % of total impacted subzones	n/a	33%
	Number of impacted subzones within municipal	n/a	13
Infill and reinvestment	boundaries		
	as % of total impacted subzones	n/a	54%
Dool, mania disetti a com	One-Way Traffic Volumes	n/a	1,700
Peak period utilization	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Undetermined

Connectivity: The principal purpose of the project is to connect two other proposed projects, the Illinana Expressway and the Prairie Parkway. The project also would provide enhanced access between proposed extensions of the BNSF (Oswego), Rock Island District (Minooka) and Southwest Service (Midewin).

Safety and Security: The proposal enhances safety by providing additional expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts.

The proposal will enhance security by adding capacity to facilitate circumferential travel for regional response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: Not identified.

Project Status

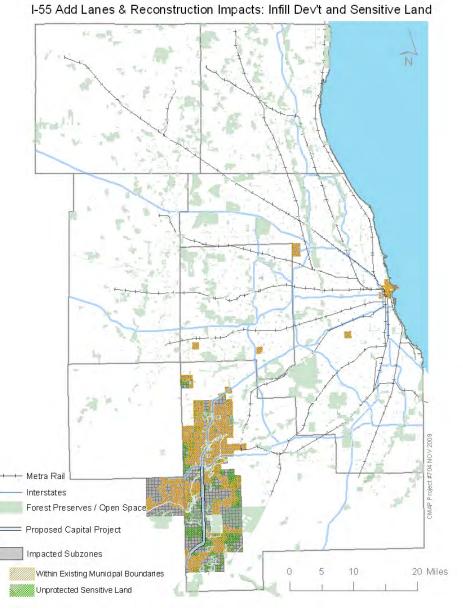
This project is viewed as contingent upon the completion of the Prairie Parkway and Illiana Corridor. No planning or engineering activities are scheduled at this time. This project has a year 2040 completion time frame.

I-55 Add Lanes

Project Description

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue. Additional lanes are proposed along I-55 from I-80 on the north to Coal City Road on the south.

Project Map



The proposed add lanes from I-80 south to Coal City Road have a total project length of 14.8 miles.

A future reconstruction will be needed to address mainline pavement condition and improve interchanges. When completed this project will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 129 and additional safety and operations improvements which may enable managed lane implementation. A system interchange connecting the proposed Illiana Corridor may also be constructed.

In 2007 IDOT completed a widening of I-55 from Naperville Road to I-80 as a staged improvement to provide three lanes in each direction.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	1,457
Long-term economic development	Total income in region	\$412,724,000,000	\$73,749,000
development	Gross Regional Product	\$626,828,000,000	\$108,798,000
Congostion	Average Speed	n/a	23
Congestion	Hours of congestion systemwide	3,536,881	-6,562
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.03
Time	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	1,835
wiode share	Total trips, transit	3,306,482	-2,230
	Average number of jobs accessible within 45 minutes by auto	831,680	677
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.009
A . 1.,	Daily emissions of NOX, tons	50.937	0.037
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	14
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-1,705
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	145
preservation	as % of total impacted subzones	n/a	24%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	264
	as % of total impacted subzones	n/a	43%
Dool, mania disettina Com	One-Way Traffic Volumes	n/a	1,000
Peak period utilization	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.8

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Cost: Estimated capital cost of the add-lanes and reconstruction from I-80 south to Coal City Road is \$750,000,000 (2009 \$).

Connectivity: The project increases access to I-80 from points south along I-55. It is also expected to expedite travel to the following nearby Metra commuter rail services: Rock Island District (Joliet), Southwest Service (Midewin), STAR Line (Plainfield), and proposed HOV transit opportunities along I-55 between Weber Road and I-90/94.

Safety and Security: As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The City of Wilmington's 2008 Comprehensive Plan also recommends adding lanes to I-55 south of I-80.

Project Status:

Alternatives analysis has commenced on I-55 from River Road to Coal City Road in the Wilmington area of southern Will County, with 4 design alternatives being decided upon for the affected interchanges. Additional warehousing and industrial development expected in this area are focusing attention on I-55 operations and capacity. The study's primary focus is the rehabilitation and reconfiguration of the interchanges; the need for additional lanes will also be evaluated. Project planning (Phase I and Phase II) for the Wilmington area project will be completed by year 2012 with construction by 2015. For more project information, go to the www.i-55wilmingtonstudy.com website.

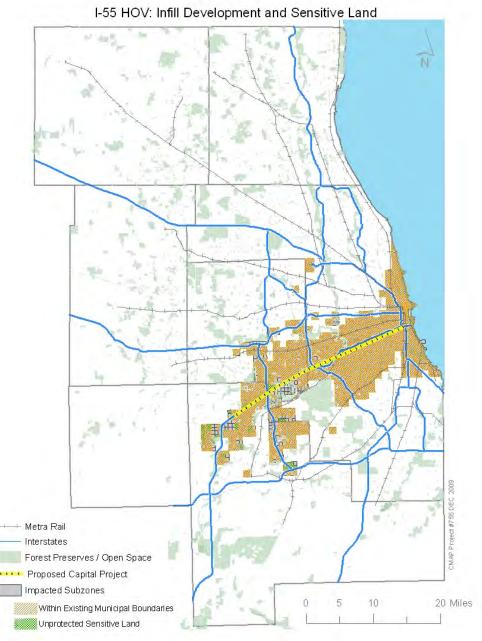
The remainder of the proposal is anticipated to be completed by year 2020.

I-55 HOV

Project Description

A managed lane consisting of a high occupancy vehicle (HOV) lane facility is proposed to be added on I-55 from Weber Road to I-90/94.

Project Map



Two (one each direction) additional managed lanes are proposed; the resulting additional lanes may be operated as no-cost HOV, High-Occupancy Toll (HOT), congestion pricing, dynamic pricing, or truck-only lanes.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	2,098
Long-term economic development	Total income in region	\$412,724,000,000	\$107,017,000
development	Gross Regional Product	\$626,828,000,000	\$155,460,000
Congestion	Average Speed	16	2
Congestion	Hours of congestion systemwide	3,536,881	-34,299
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.14
Time	Average travel time in minutes, transit	58.36	-0.18
Mode share	Total trips, auto	29,222,026	3,041
wiode share	Total trips, transit	3,306,482	-4,608
	Average number of jobs accessible within 45 minutes by auto	831,680	4,237
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.037
Ain analiku	Daily emissions of NOX, tons	50.937	0.033
Air quality	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,588
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	42
preservation	as % of total impacted subzones	n/a	3%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,470
	as % of total impacted subzones	n/a	89%
D 1 1 1 111 11	One-Way Traffic Volumes	11,500	1,500
Peak period utilization	Peak Period One-Way Capacity	12,000	2,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Dependent not only on construction and engineering costs, but also type of managed lane implemented. IDOT has provided a preliminary construction cost estimate of \$1,600,000,000 (2009 \$) for a 4th managed lane in each direction plus reconstruction of the project corridor.

Connectivity: Facility will provide travel connections to CTA Orange Line Stations at 35th, Ashland, and Halsted as well as Red Line, Green Line and Metra Electric stations near McCormick Place and near south areas. Existing Pace bus services may utilize the facility and the facilities in turn may develop as service hubs for multiple bus routes.

Safety and Security: Additional managed lane capacity can facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

Consistency subregional plans: Development of a Bolingbrook South Park and Ride Center along I-55 within the proposed corridor is identified as a key transit element in the Will County 2030 Transportation Framework Plan component of the Will County Land Use Plan.

Project Status

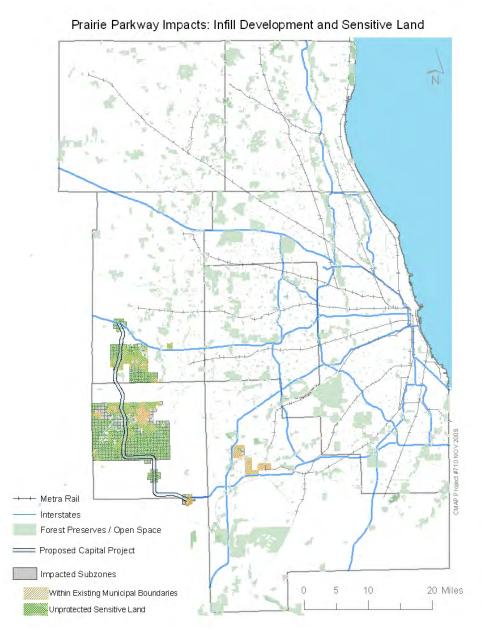
A similar project was previously studied by the RTA and IDOT in 1993. Currently, studies are ongoing with the RTA, in cooperation with IDOT and the FHWA, to implement a shoulder-riding bus service between I-355 and I-90/94 as an initial option. The shoulder riding concept is considered a near term completion project (2010/2011). The managed lane is considered a year 2020 or 2030 project.

Prairie Parkway

Project Description

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

Project Map



In November 2007, a preferred alternative route, "B-5" was finalized and added to the state's original Corridor Protection Map. The 37 mile long B-5 alignment features interchanges at: the north terminus with I-88, US 30, US 34, IL 71, IL 47 (as it jogs east toward Minooka), US 52, and at the south terminus into I-80. A concurrent project widening IL 47 in Grundy and Kendall Counties between I-80 and Caton Farm Road by one lane in each direction (4 total), along with several intersection improvements, is included in the approved B-5 alternative. Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	1,748
Long-term economic development	Total income in region	\$412,724,000,000	\$93,785,000
development	Gross Regional Product	\$626,828,000,000	\$137,534,000
Congostion	Average Speed	0	48
Congestion	Hours of congestion systemwide	3,536,881	-32,025
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.16
Time	Average travel time in minutes, transit	58.36	-0.24
Madaalaaa	Total trips, auto	29,222,026	6,623
Mode share	Total trips, transit	3,306,482	-5,424
	Average number of jobs accessible within 45 minutes by auto	831,680	7,625
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.041
A ! 110	Daily emissions of NOX, tons	50.937	0.193
Air quality	Annual emissions of direct PM, tons	1,020.4	2.8
	Annual emissions of NOX, tons	20,187	81
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	163,958
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	528
preservation	as % of total impacted subzones	n/a	81%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	193
	as % of total impacted subzones	n/a	30%
D 1 1 1 11 11	One-Way Traffic Volumes	0	4,400
Peak period utilization	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at \$908 million.

Connectivity: The project provides a new connection between two major expressways, I-80 and I-88.

Safety and Security: The proposal enhances safety by providing additional north-south expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: this project is supported within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status:

A proposal was made to the Illinois State Toll Highway Authority in January 2008 by Kendall and Grundy counties to examine transferring jurisdiction of the project from IDOT to ISTHA for the purpose of advancing its construction timeframe. A Record of Decision was obtained in September 2008, which gave federal approval to the project and allowed the use of federal funds for additional phases of the project. See IDOT's project website, www.prairie-parkway.com, for more information.

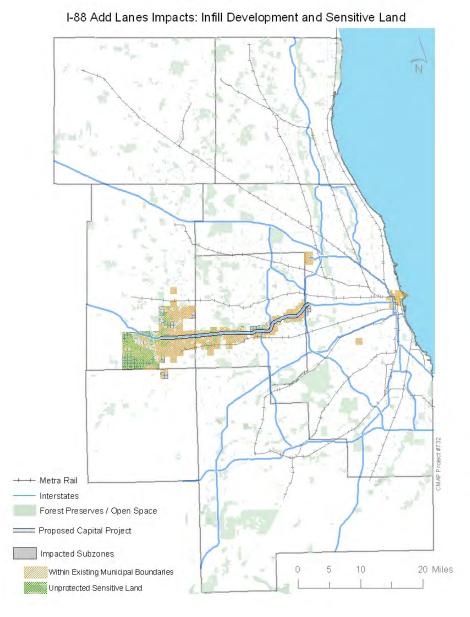
This project has a year 2020 to 2030 completion time frame.

I-88 Add Lanes

Project Description:

I-88 (Ronald Reagan Memorial Tollway) serves DuPage and Kane County, linking the region with western Illinois. The initial proposal is to provide an additional lane in each direction on the Ronald Reagan Memorial from Orchard Road to IL 56.

Project Map



The add lanes along 4.1 miles of I-88 proposed from Orchard Road to IL 56 comes after the completion by the Illinois Tollway of a larger reconstruction and add lanes project on I-88 from I-294 west to Orchard Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	419
Long-term economic development	Total income in region	\$412,724,000,000	\$20,799,000
development	Gross Regional Product	\$626,828,000,000	\$30,815,000
Congostion	Average Speed	12	19
Congestion	Hours of congestion systemwide	3,536,881	8,381
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.08
Time	Average travel time in minutes, transit	58.36	-0.23
Mode share	Total trips, auto	29,222,026	5,420
Wode share	Total trips, transit	3,306,482	-4,653
	Average number of jobs accessible within 45 minutes by auto	831,680	-1,425
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.008
Air analiku	Daily emissions of NOX, tons	50.937	0.008
Air quality	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	12,517
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	168
preservation	as % of total impacted subzones	n/a	26%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	497
	as % of total impacted subzones	n/a	77%
Dool, mania disettina Com	One-Way Traffic Volumes	7,400	2,000
Peak period utilization	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	6.8	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost is estimated at \$20 million (2009 \$).

Connectivity: This project improves travel on I-88 and the connections of this facility to other transportation facilities, but does not create any new connections.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Consistency with subregional plans: this project is concurred upon within the Kane County's <u>2030 Long Range Transportation Plan</u> and <u>2030 Land Resource Management</u> Plan.

Bicycle and pedestrian accommodations: The Tollway is including bicycle accommodation evaluation in the Tollway's development of improvements along I-88.

Project Status

This project has a 2016 completion time frame. At this juncture there is no scheduled planning or engineering activities.

I-290 Managed Lane

Project Description

I-290 (Eisenhower Expressway) serves as a gateway between Chicago's CBD and the western suburbs. The I-290 corridor, in addition to significant vehicle usage, includes multiple modes of transportation including passenger and freight rail as well as CTA and Pace bus service. A high-occupancy vehicle lane is proposed as a placeholder for consideration in the plan until a full range of multi modal alternatives can be developed and evaluated at a project level of detail.

Project Map



Project Details and Evaluation Outcomes

At present, a high-occupancy vehicle lane is proposed from I-88 to Austin Avenue (7.3 miles). Regardless of the ultimate outcome of detailed project-level alternatives analysis, it must be noted that the existing pavement and bridges of the Eisenhower Expressway are over 50 years old, and therefore, the complete reconstruction of I-290 from Mannheim Road to Cicero Avenue would be part of any proposal. In addition, a study of capping a portion of the I-290 expressway in this area is being developed by the Village of Oak Park. That study will evaluate whether a cap may reduce community impacts and could provide complimentary transportation facilities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	1,283
Long-term economic development	Total income in region	\$412,724,000,000	\$70,681,000
development	Gross Regional Product	\$626,828,000,000	\$102,745,000
Camanatian	Average Speed	5	2
Congestion	Hours of congestion systemwide	3,536,881	-22,676
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.11
Time	Average travel time in minutes, transit	58.36	-0.08
M. 11	Total trips, auto	29,222,026	6,537
Mode share	Total trips, transit	3,306,482	-5,502
* 1 1 .	Average number of jobs accessible within 45 minutes by auto	831,680	3,271
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.019
A * 1*1	Daily emissions of NOX, tons	50.937	0.007
Air quality	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	15,921
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	3
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	791
num and remivestment	as % of total impacted subzones	n/a	94%
	One-Way Traffic Volumes	13,200	2,200
Peak period utilization	Peak Period One-Way Capacity	10,800	2,400
Facility condition	CRS score (applies to highways only)	5.1	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The HOV Lane placeholder would have a construction cost in 2009 dollars of \$1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This segment of the Eisenhower Expressway contains the Blue Line Forest Park service in its median and provides access to stations at Forest Park,

Harlem Avenue, Oak Park Avenue, and Austin Avenue. There is also a proposal to extend Blue Line service within or closely parallel to this segment of Eisenhower with potential stops at 1st Avenue, 25th Avenue, and Mannheim Road (this extension would reach out to Oak Brook terminating at Lisle).

Safety and Security: Improving the mobility for users of the I-290 corridor could enhance security and safety by providing multiple and enhanced transit choices, improved access connections between all modes, and updated facilities that meet current standards. This could facilitate travel for evacuation and response to incidents, as well as travel on alternative modes necessitated by recovery actions.

Bicycle and pedestrian accommodation: improvements along the corridor would also seek to enhance existing bicycle and pedestrian facilities, and would be integrated into existing communities' bicycle and pedestrian systems.

Consistency with subregional plans: The consideration of a variety of alternatives in the I-290 corridor, including a managed lane, has also been endorsed by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

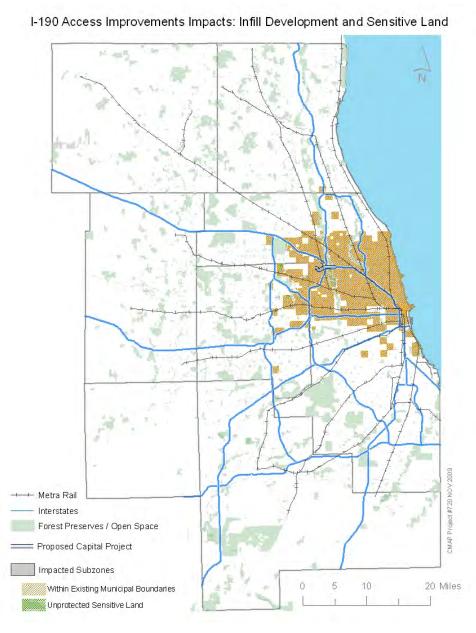
IDOT has re-initiated the Phase I study process in Fall 2009 and has conducted initial public outreach in advance of feasibility studies and alternatives analyses. More information on the current study process can be found at www.eisenhowerexpressway.com. This project has a year 2020 completion time frame.

I-190 Improvements

Project Description:

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

Project Map



Project Details and Evaluation Outcomes

This project will address design improvements and improvements to both arterial and expressway interchanges along the entire 2.4 mile length of I-190.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	386
Long-term economic development	Total income in region	\$412,724,000,000	\$16,939,000
development	Gross Regional Product	\$626,828,000,000	\$24,781,000
Congestion	Average Speed	27	27
Congestion	Hours of congestion systemwide	3,536,881	-7,031
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.07
Mode share	Total trips, auto	29,222,026	3,850
Mode snare	Total trips, transit	3,306,482	-4,040
	Average number of jobs accessible within 45 minutes by auto	831,680	-674
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.034
A *	Daily emissions of NOX, tons	50.937	0.017
Air quality	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,946
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	3
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,057
	as % of total impacted subzones	n/a	100%
Deal medical cells of	One-Way Traffic Volumes	11,600	-1,400
Peak period utilization	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	6.5	0.0

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Cost: Estimated project cost is \$355 million. The City of Chicago and IDOT have a 2003 letter of intent establishing a 50/50 sharing of costs for the entire program.

Connectivity: Though this road primarily serves trips utilizing O'Hare Airport for passenger air travel it will also provide access to the CTA Blue Line and proposed O'Hare to Schaumburg and Metra STAR Line services.

Safety and Security: Improvements will facilitate evacuation from and first response to incidents. Improvements will also reduce vehicle-vehicle conflicts reducing potential for accidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Project elements are acknowledged as key components of O'Hare Modernization Program (OMP) plans and activities.

Project Status

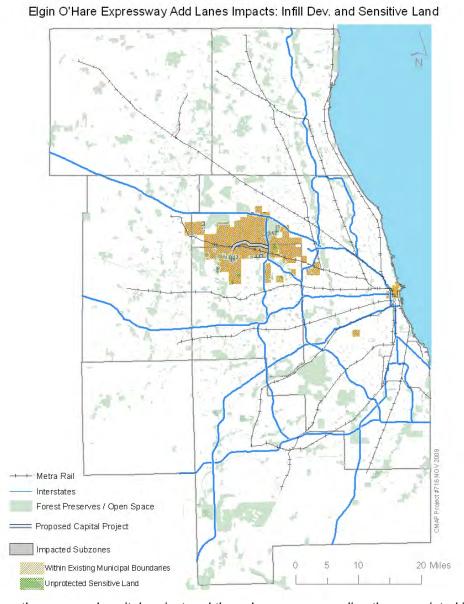
Project planning is advancing; several project elements have already been funded through IDOT, CDOT, and the Chicago Department of Aviation (using its Passenger Facility Charge funds). This project has a projected year 2020 completion.

Elgin O'Hare Add Lanes

Project Description

The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. This project involves adding lanes to the existing freeway, which currently provides two lanes in each direction from US20 to near I-290.

Project Map



Project Details and Evaluation Outcome

The extent of the expanded (4 to 6 total lanes) expressway would be from I-290 west to Gary Avenue (5.5 miles). An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed. (Please note that western and eastern extensions are evaluated as separate projects.)

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	1,615
Long-term economic development	Total income in region	\$412,724,000,000	\$88,961,000
development	Gross Regional Product	\$626,828,000,000	\$130,579,000
Congestion	Average Speed	19	16
Congestion	Hours of congestion systemwide	3,536,881	-6,854
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.06
Time	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	44
Mode snare	Total trips, transit	3,306,482	1,464
	Average number of jobs accessible within 45 minutes by auto	831,680	4,431
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.007
A . 1.,	Daily emissions of NOX, tons	50.937	-0.007
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,964
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	5
preservation	as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	493
	as % of total impacted subzones	n/a	91%
D 1 1 1 111 1	One-Way Traffic Volumes	8,000	2,100
Peak period utilization	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.2

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Cost: Construction cost in 2009 dollars is estimated at \$650 million (Neither engineering nor ROW acquisition included).

Connectivity: This project will provide access to several proposed O'Hare to Schaumburg Transit Service stations within the I-290 and Elgin O'Hare East Extension right-of-way.

Safety and Security: The addition of travel lanes will enhance safety by reducing congestion-related incidents. The additional capacity will also enhance the existing Elgin O'Hare Expressway's capability to facilitate evacuations and incident response.

Bicycle and pedestrian accommodation: Improved connectivity to existing local bicycle and pedestrian path systems and to bicycle-pedestrian improvements that are part of the Elgin O'Hare East Extension will be pursued.

Consistency with subregional plans. Village of Roselle and Elk Grove Village via their community development departments have expressed concern with traffic mitigation from this and other planned Elgin O'Hare projects.

Project Status

The Gary Avenue to I-290 add lanes segment was studied as part of the Draft Environmental Impact Statement (DEIS) process during calendar year 2009 – see www.elginohare-westbypass.org

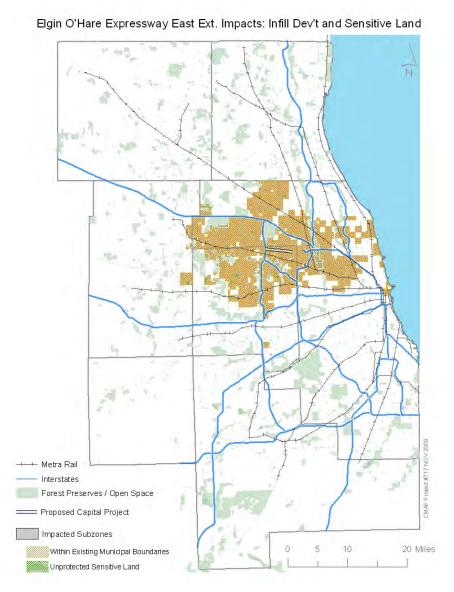
At this time, it is unclear if a separate alternatives analysis and DEIS process will be initiated specifically for this add-lanes segment. IDOT has indicated this is a high priority project, with a scheduled year 2020 completion.

Elgin O'Hare East Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. The initial proposal is to provide a new multimodal highway segment to complete the eastern segment of the existing Elgin-O'Hare Expressway.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east for 4.7 miles from I-290 along the present Thorndale Avenue; Thorndale Avenue will be replaced by the new facility. Interchange access is being examined at Rohlwing Road, I-290/IL 53, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. The median is being reserved for some form of transit service.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Lang tarm aganamia	Jobs in region	5,924,196	628
Long-term economic development	Total income in region	\$412,724,000,000	\$29,577,000
development	Gross Regional Product	\$626,828,000,000	\$43,384,000
Congestion	Average Speed	0	54
Congestion	Hours of congestion systemwide	3,536,881	1,603
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.06
Time	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	1,822
Wiode share	Total trips, transit	3,306,482	-1,835
	Average number of jobs accessible within 45	831,680	3,798
Jobs-housing access	minutes by auto		
Jobs-Housing access	Average number of jobs accessible within 75	1,268,062	0
	minutes by transit		
	Daily emissions of VOC, tons	63.554	0.002
Air analita	Daily emissions of NOX, tons	50.937	0.022
Air quality	Annual emissions of direct PM, tons	1,020.4	0.5
	Annual emissions of NOX, tons	20,187	12
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,822
Natural resource	Number of impacted subzones in unprotected	n/a	11
	natural areas		
preservation	as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	1,380
	boundaries		
	as % of total impacted subzones	n/a	100%
Dool mania distilias Com	One-Way Traffic Volumes	0	7,200
Peak period utilization	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at \$1.4 billion based on miles assigned. (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Construction cost, in 2009 dollars, is estimated at \$830 million (IDOT District 1, October 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This project connects the Elgin-O'Hare Expressway to its logical endpoint at O'Hare. Transit service is proposed to be placed in the median of the east extension, ostensibly as part of an O'Hare to Schaumburg transit service (a branch of the STAR

Line may also be placed in this corridor). Station locations might include Arlington Heights Road, Wood Dale Road, IL 83 and York Road. The DuPage J Line BRT service may utilize the East Extension, featuring a stop at IL 83 and terminating at the West O'Hare bypass.

Safety and Security: The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on I-90, I-290, or any of several heavily traveled east-west thoroughfares in Northern DuPage County.

Bicycle and pedestrian accommodation: The development of a parallel east-west bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA). Land use and economic development planning have also accompanied IDOT's planning of the facility.

Project Status

For planning and implementation, the Elgin-O'Hare East Extension is considered by IDOT as a joint project with the proposed West O'Hare Bypass. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Public involvement activities remain underway in advance of project engineering. See www.elginohare-westbypass.org for more information on these ongoing activities.

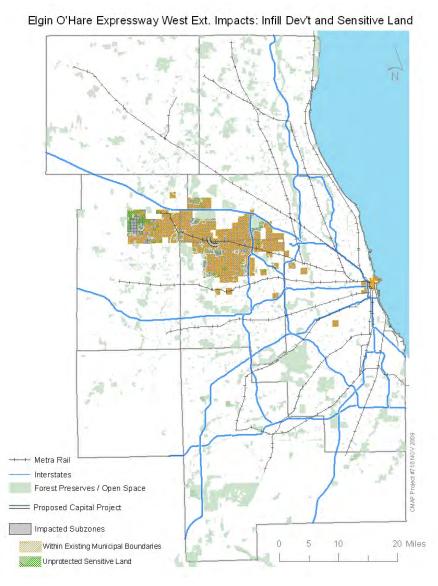
This project is scheduled to be completed subsequent to completion of the West O'Hare Bypass by year 2020.

Elgin O'Hare West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal is to extend the existing Elgin O'Hare Expressway: first as a controlled access expressway from its current western terminus at Gary Avenue to a location along US 20 near East Bartlett Road, then as an upgraded arterial facility along the existing US 20 west to Shales Parkway.

Project Map



Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. On the western end of the existing Elgin-O'Hare facility, a short "near west" expressway segment is proposed to bypass an existing neighborhood and complete the facility's connection to US20. The near west segment has a conceptual alignment originating from the current junction with US 20 southwesterly to a point near County Farm Road just south of Ontarioville Road, then curve northwesterly along Bartlett's eastern border, crossing Devon Avenue just east of Newport Boulevard, and continuing northwest until reaching the existing US 20 at North Avenue Intersection (total length is 1.7 miles). An interchange is planned at County Farm Road. The remaining western sections (between Shales Parkway and East Bartlett Road) are proposed as improving US20 to an upgraded arterial facility with a total length of 3.6 miles. This portion of the expressway could function as a regional boulevard. A transit mode is also being considered for this corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and town again	Jobs in region	5,924,196	628
Long-term economic development	Total income in region	\$412,724,000,000	\$29,577,000
development	Gross Regional Product	\$626,828,000,000	\$43,384,000
Congostion	Average Speed	0	52
Congestion	Hours of congestion systemwide	3,536,881	-2,635
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.05
Time	Average travel time in minutes, transit	58.36	-0.22
Maladan	Total trips, auto	29,222,026	2,341
Mode share	Total trips, transit	3,306,482	-2,730
	Average number of jobs accessible within 45 minutes by auto	831,680	2,613
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.005
A : 1: t	Daily emissions of NOX, tons	50.937	-0.004
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,314
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	52
preservation	as % of total impacted subzones	n/a	6%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	694
	as % of total impacted subzones	n/a	83%
	One-Way Traffic Volumes	0	5,100
Peak period utilization	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the West extension is \$180 million; the Far West extension \$210 million (Neither engineering nor ROW acquisition included).

Connectivity: Project passes through Bartlett near its Metra Milwaukee District West commuter rail station.

Safety and Security: The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway. The improved corridor also provides an additional alternate eastwest corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and far northwestern Cook county.

Consistency with subregional plans: Not identified.

Bicycle and pedestrian accommodations: the enhancement of existing bicycle and pedestrian trails is also part of the proposal.

Project Status

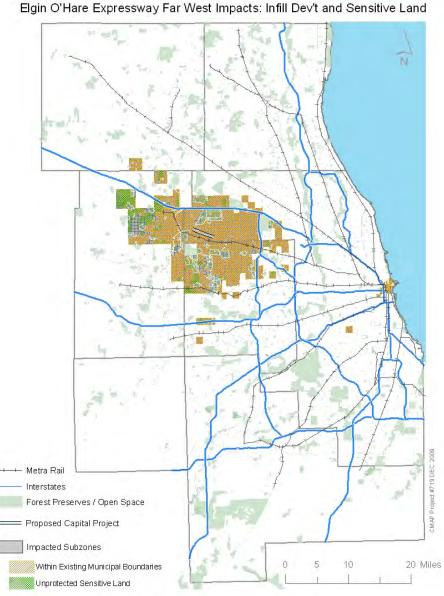
No planning studies or other activities have been initiated. This project is scheduled to be completed by year 2030.

Elgin-O'Hare Far West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal, the Far West extension, calls for Lake Street from Shales Road east to East Bartlett Road (the entry to the limited access Elgin O'Hare Expressway) to become an upgraded arterial facility.

Project Map



Project Details and Evaluation Outcomes

This portion of the expressway is viewed as functioning as a regional boulevard with highly limited access points for intersecting traffic (Palatine Road in northwest Cook County may be a comparable thoroughfare). A transit mode is also being considered for this corridor.

The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long town aconomic	Jobs in region	5,924,196	657
Long-term economic development	Total income in region	\$412,724,000,000	\$31,816,000
development	Gross Regional Product	\$626,828,000,000	\$47,328,000
Congestion	Average Speed	10	4
Congestion	Hours of congestion systemwide	3,536,881	190
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.02
Time	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	2,891
Wode share	Total trips, transit	3,306,482	-2,188
Isha harrina arras	Average number of jobs accessible within 45 minutes by auto	831,680	1,225
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.005
A :1: t	Daily emissions of NOX, tons	50.937	-0.006
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,221
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	135
preservation	as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	953
	as % of total impacted subzones	n/a	82%
Deal medical officer	One-Way Traffic Volumes	3,600	1,500
Peak period utilization	Peak Period One-Way Capacity	3,300	1,700
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the Far West extension is estimated at \$210,000,000 (Neither engineering nor ROW acquisition included).

Connectivity: Proposal provides enhanced access to Metra Milwaukee District West services in Bartlett and also may facilitate east-west BRT or bus improvements.

Safety and Security: the improved corridor also provides an additional alternate eastwest corridor in the event of incidents on several heavily traveled east-west thoroughfares in northern DuPage County and far northwest Cook County.

Bicycle and pedestrian accommodation: The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

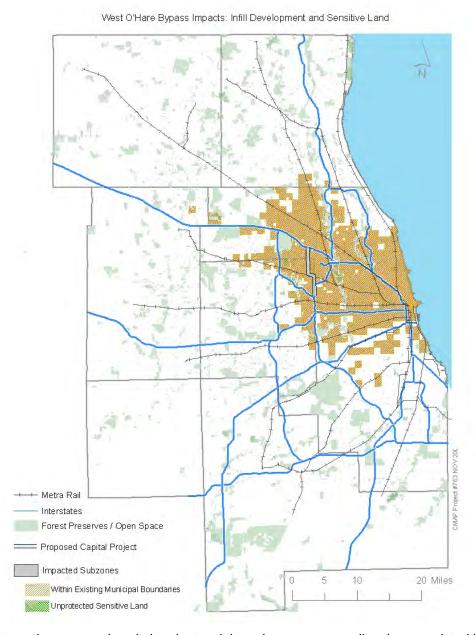
Project Status

This project is considered contingent on completion of Elgin O'Hare Expressway projects further east. No planning or engineering activities have been scheduled thus far. This project is scheduled to be completed by year 2030.

West O'Hare Bypass

Project Description

Being sought in conjunction with improvements to the Elgin O'Hare Expressway is improved access to O'Hare Airport from DuPage County and farther out western suburbs. The initial proposal is to provide a western bypass of O'Hare Airport with access to the western terminal.



Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. The West O'Hare Bypass proposal consists of two sections. On the south, a new spur freeway is proposed to connect from the Tri-State to the extended Elgin-O'Hare expressway and the planned O'Hare western terminal. The West O'Hare Bypass is anticipated to be east of York Road as it passes airport property. On the north, a new connection will link the proposed western terminal with the Jane Addams Tollway (I-90). The combined 6.5 mile long expressway will consist of 3 lanes in each direction (6 total). Interchanges along the West O'Hare Bypass are being examined at IL 72, Devon Avenue, the proposed western terminal, IL 19, and Green Street. These locations are subject to further study and approval by the FHWA. Multimodal (e.g. transit) accommodations are being proposed for the north leg. The West O'Hare Bypass will be operated as a toll expressway; ISTHA has incorporated this corridor as part of their future strategic plans.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and tarm aganomic	Jobs in region	5,924,196	1,684
Long-term economic development	Total income in region	\$412,724,000,000	\$84,649,000
development	Gross Regional Product	\$626,828,000,000	\$123,959,000
Congestion	Average Speed	0	40
Congestion	Hours of congestion systemwide	3,536,881	-20,618
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.12
Time	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	5,300
wiode share	Total trips, transit	3,306,482	-4,266
7.1.1	Average number of jobs accessible within 45 minutes by auto	831,680	7,164
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.001
A:1:t	Daily emissions of NOX, tons	50.937	0.039
Air quality	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,726
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	3
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,632
	as % of total impacted subzones	n/a	100%
Dealers and addition the	One-Way Traffic Volumes	0	5,600
Peak period utilization	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at \$1.6 billion (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Approximate construction cost in 2009 dollars is \$1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects two major expressways, I-294 and I-90. Transit service to and from the western O'Hare terminal is proposed to be placed in the median of the West O'Hare Bypass, ostensibly as part of a STAR Line alternate alignment or branch. The West Bypass will also provide connections at the West O'Hare Terminal to proposed new transit services such as the O'Hare to Schaumburg Transit Service and the DuPage J Line BRT.

Safety and Security: The proposed improvement addresses safety by providing an expressway-grade alternative for north-south traffic traveling to, through, and from the industrial and commercial areas west of O'Hare Airport. The improved corridor also provides an additional alternate north-south corridor in the event of incidents on I-294, Mannheim Road or IL 83.

Bicycle and pedestrian accommodation: The development of a parallel north-south bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

For planning and implementation, the West O'Hare Bypass is considered by IDOT as a joint project with the proposed Elgin O'Hare East Extension. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Two preferred alternative alignments –only slightly differing in connection with I-294 south of the west O'Hare terminal – have been identified for further study. Public involvement activities remain underway in advance of project engineering. For more information on these ongoing project activities, go to www.elginohare-westbypass.org

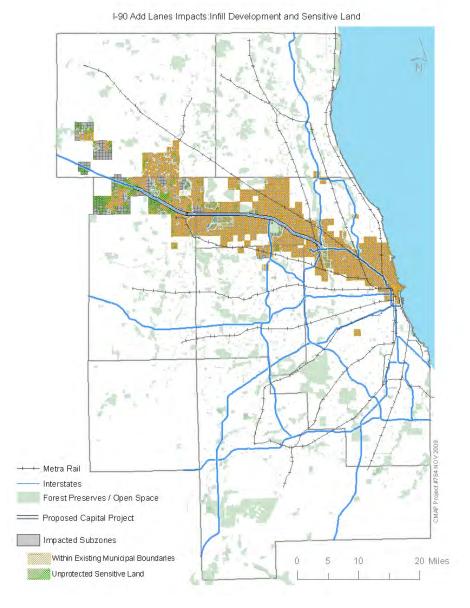
This project is scheduled to be completed ahead of the Elgin O'Hare East Extension by year 2020.

I-90 Add Lanes

Project Description:

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest. The proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza west to I-39 near Rockford.

Project Map



Project Details and Evaluation Outcomes:

Lanes will be added from I-294 to I-39 – a 61 mile segment Access to the facility will be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at IL 47, Barrington Road, Elmhurst Road, and IL 72/Lee Street; and providing new interchanges at Irene Road, IL 23 and Meacham Road. Reconstruction of the Jane Addams along this corridor is also proposed as a concurrent work activity.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	3,183
Long-term economic development	Total income in region	\$412,724,000,000	\$148,070,000
development	Gross Regional Product	\$626,828,000,000	\$215,299,000
Congostion	Average Speed	12	8
Congestion	Hours of congestion systemwide	3,536,881	-87,652
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.25
Time	Average travel time in minutes, transit	58.36	-0.35
Madaalaaa	Total trips, auto	29,222,026	6,461
Mode share	Total trips, transit	3,306,482	-6,787
	Average number of jobs accessible within 45 minutes by auto	831,680	7,155
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.087
A !	Daily emissions of NOX, tons	50.937	0.178
Air quality	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOX, tons	20,187	86
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	113,046
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	187
preservation	as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,521
	as % of total impacted subzones	n/a	81%
D 1 1 1 111 11	One-Way Traffic Volumes	12,500	2,600
Peak period utilization	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.9

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Cost: Estimated project capital cost is \$2.3 billion (2009 \$).

Connectivity: This project will facilitate access to: 1. several proposed STAR line stations from Hoffman Estates through Des Plaines; 2. the terminus of a proposed O'Hare to Schaumburg transit service; and 3. a proposed extension of the Milwaukee District West commuter rail service terminating in Huntley.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Safe walking and bicycling access across I-90 from adjoining neighborhoods to several open space areas and proposed transit services (e.g. STAR Line, O'Hare to Schaumburg, Metra Huntley Station) should be provided.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan. The Village of Hoffman Estates 2007 Comprehensive Plan recommends continuing work with ISTHA toward implementing the additional lanes. Interchange access improvements are recommended in the Infrastructure section of the McHenry County 2030 Comprehensive Plan.

Project Status:

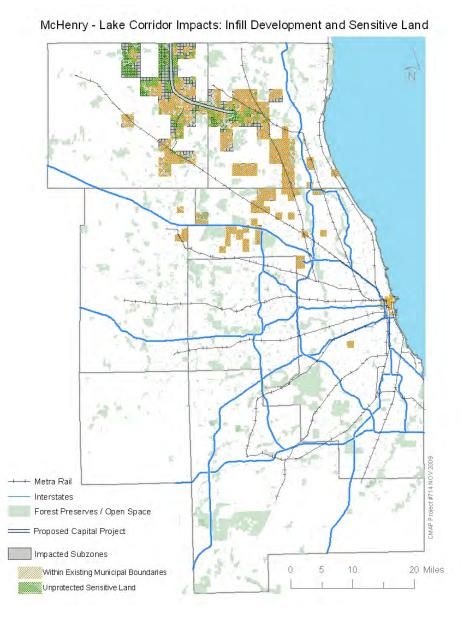
The project is listed in the Illinois Tollway's Congestion Reduction Program (http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/). This project has a year 2020 completion time frame. Thus far neither planning nor preliminary engineering have commenced.

McHenry-Lake Corridor

Project Description

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

Project Map



Project Details and Evaluation Outcome

This proposal will provide 18.8 miles of a 4-lane limited access expressway originating just west of Wilson Road and IL 120 (the western terminus of a proposed E-W Central Lake Corridor) in Round Lake northwest to US 12 in Wisconsin north of Richmond, IL.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	507
Long-term economic development	Total income in region	\$412,724,000,000	\$21,285,000
development	Gross Regional Product	\$626,828,000,000	\$31,446,000
Congostion	Average Speed	0	51
Congestion	Hours of congestion systemwide	3,536,881	5,285
Work Trip Commute	Average travel time in minutes, auto	33.84	0.02
Time	Average travel time in minutes, transit	58.36	0.05
Mode share	Total trips, auto	29,222,026	2,527
Mode snare	Total trips, transit	3,306,482	-809
	Average number of jobs accessible within 45 minutes by auto	831,680	346
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	0.044
A . 1.,	Daily emissions of NOX, tons	50.937	0.061
Air quality	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	27
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	29,537
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	260
preservation	as % of total impacted subzones	n/a	22%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	803
	as % of total impacted subzones	n/a	68%
Deal medial office	One-Way Traffic Volumes	0	3,800
Peak period utilization	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Construction cost in 2009 dollars is estimated at \$1 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project if completed will provide enhanced access to Union Pacific Northwest commuter rail service in Johnsburg and McHenry, and existing improved Milwaukee District North service in Round Lake.

Safety and Security: This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Not identified.

Project Status:

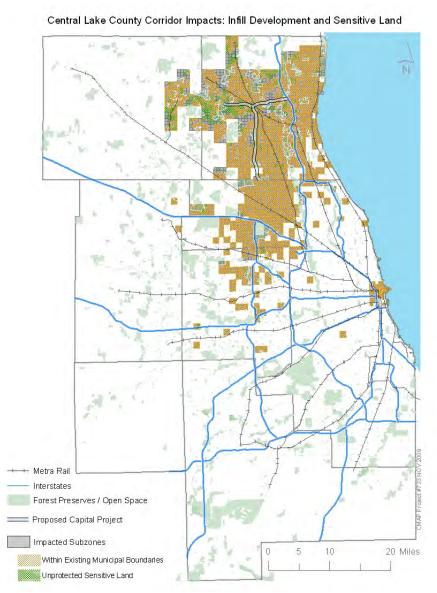
Both the Illinois Tollway and IDOT have this project listed in their respective long range plans. At this juncture no plans or engineering is scheduled to begin, nor has there been any funding sources identified. This project has a year 2040 completion time frame.

Central Lake County Corridor

Project Description:

The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120 at Wilson Road to the west. The proposal is intended to provide improved accessibility for Central Lake County. The current terminus of Route 53 at Lake Cook Road diverts travelers from and through Lake County onto local roadways.

Project Map



Project Details and Description

In addition to new expressway level corridors for both north-south (12 miles) and east-west (11 miles) travel, The proposal includes additional lanes at connections to I-94 and IL120. Preliminary studies for the implementation of an IL 120 bypass is being pursued independently of the proposed IL 53 extension by state and county transportation agencies. Interchanges along the north-south IL 53 extension at Lake Cook Road, IL 22, Midlothian Road, and Peterson Road have been proposed. As for the east-west alignment, it is recommended to have 4 lanes, with prospective interchange locations include Fairfield Road, Cedar Lake Road, Hainesville Road, Allegany Road, IL 83, and US 45.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I t	Jobs in region	5,924,196	9,838
Long-term economic development	Total income in region	\$412,724,000,000	\$513,650,000
development	Gross Regional Product	\$626,828,000,000	\$755,218,000
Congestion	Average Speed	0	25
Congestion	Hours of congestion systemwide	3,536,881	-152,922
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.40
Time	Average travel time in minutes, transit	58.36	-0.72
Mode share	Total trips, auto	29,222,026	14,428
Mode snare	Total trips, transit	3,306,482	-13,630
	Average number of jobs accessible within 45 minutes by auto	831,680	8,783
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.331
A * 1**	Daily emissions of NOX, tons	50.937	-0.007
Air quality	Annual emissions of direct PM, tons	1,020.4	2.7
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	90,192
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	211
preservation	as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,907
	as % of total impacted subzones	n/a	79%
Deal medical cells of	One-Way Traffic Volumes	0	9,200
Peak period utilization	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Construction cost in 2009 dollars is estimated at \$1 billion for the east-west section and \$1 billion for the north-south section (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects IL 53 and IL 120, with access to I-94. The proposed north-south and east-west corridors provide expedited access to several Milwaukee District North and North Central Service commuter rail stations.

Safety and Security: The completion of the respective Central Lake corridors will provide alternative routes for evacuation and first response actions. Both the north-south and east-west alignments in this proposal enhance safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Both the Village of Barrington and Village of Buffalo Grove encourage the completion of the IL 53 (north-south) extension within their respective comprehensive plans. The Village of Grayslake supports the addition of "east-west" capacity that could be part of a Central Lake Corridor within their 2005 Comprehensive Plan.

Project Status:

The dual east-west terminus of the Central Lake Corridor parallel to IL 120 is viewed as a year 2020 completion project. A feasibility study and identification of a preferred alternative alignment has been conducted by Lake County Division of Transportation. County officials have discussed toll financing as a means of funding. The north-south extension of IL 53 is regarded as a year 2030 project.

I-94 North Add Lanes

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. An additional lane is proposed for I-94 in far northern Lake County from IL 173 to the Wisconsin Border.

Project Map



Project Details and Evaluation Outcomes

The initial proposal is to provide additional lanes (1 lane each direction) on 2.8 miles of I-94 north from IL 173/Russell Rd to the Wisconsin state line. The project will provide capacity continuity between: 1. the recently completed add-lanes project on the Tri-State Tollway's north section from Balmoral Avenue north to IL 173; and 2. a proposed add-lanes project for I-94 in Wisconsin from the IL border to I-894/Mitchell Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long term economic	Jobs in region	5,924,196	935
Long-term economic development	Total income in region	\$412,724,000,000	\$45,009,000
development	Gross Regional Product	\$626,828,000,000	\$66,826,000
Congestion	Average Speed	20	24
Congestion	Hours of congestion systemwide	3,536,881	-14,801
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.03
Time	Average travel time in minutes, transit	58.36	-0.09
Mada alama	Total trips, auto	29,222,026	655
Mode share	Total trips, transit	3,306,482	-612
* 1 1	Average number of jobs accessible within 45 minutes by auto	831,680	11
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
	Daily emissions of VOC, tons	63.554	-0.012
A *	Daily emissions of NOX, tons	50.937	-0.011
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,976
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	10
preservation	as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	70
	as % of total impacted subzones	n/a	84%
D 1 1 1 11 11 11	One-Way Traffic Volumes	8,000	800
Peak period utilization	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	8.3	0.0

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Cost: Estimated project cost is \$100 million (2009 \$).

Connectivity: project may provide enhanced access to a proposed extension of the Metra Milwaukee District North commuter rail service to Wadsworth, IL.

Safety and Security: This proposal enhances the corridor's ability to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Not identified.

Project Status:

Thus far no planning studies nor preliminary engineering has been undertaken. This project has a year 2015 completion time frame.

Southeast Service

Project description

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The project is a new commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs.

Project map



Project details and evaluation outcomes

The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station. The project is 33 miles long, serves nearly 20 communities in southern Cook and eastern Will Counties, and includes approximately 10 new stations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and tarm aganomia	Jobs in region	5,924,196	642
Long-term economic development	Total income in region	\$412,724,000,000	\$28,110,000
development	Gross Regional Product	\$626,828,000,000	\$41,572,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-6,333
Work Trip Commute	Average travel time in minutes, auto	33.84	0.01
Time	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-3,162
wiode share	Total trips, transit	3,306,482	7,923
	Average number of jobs accessible within 45	831,680	-423
John housing ages	minutes by auto		
Jobs-housing access	Average number of jobs accessible within 75	1,268,062	16,894
	minutes by transit		
	Daily emissions of VOC, tons	63.554	0.006
Air quality	Daily emissions of NOX, tons	50.937	-0.010
All quality	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	9,111
Natural resource	Number of impacted subzones in unprotected	n/a	5
	natural areas		
preservation	as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	255
	boundaries		
	as % of total impacted subzones	n/a	71%
Dools movind utilize time	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at \$733 million (in 2009\$). Annual operating costs have not yet been estimated5

Connectivity: The project improves connectivity to a number of Pace routes operating in southern Cook County, as well as the proposed South Suburban Airport and the future southern leg of the STAR Line.

Safety and security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south expressways, while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Specific land use plans for transit-oriented development projects supporting Southeast Service have been conducted by most of the communities along the proposed rail line. The South Suburban Commuter Rial Study Corridor Land Use and Local Financing Study was completed for each proposed station site in December 2004 by Wilbur Smith Associates. Phase II of the Study was completed in December 2007. Also, the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/ses.php. This project has a year 2017 completion time frame.

Metra Electric District Extension and Improvements

Project description

The Metra Electric District (MED) serves southern Chicago and the south suburbs. The initial proposal is to upgrade infrastructure and service levels. An 8-mile extension of the Metra Electric District line between University Park and the proposed South Suburban Airport is also recommended.

Project map



Project details and evaluation outcomes

This proposal includes relocation of the present facilities at 18th Street and Weldon Yard the currently service Metra Electric trains during the daytime layover. The present facility has long been overcrowded and outmoded, so an entirely new facility suitable for both present needs and potential expansion will be required. The proposal also includes consideration of alternative service levels. Improved local community access, increased frequencies and off-peak service, as well as service and fare coordination with other transit services are expected to increase demand and better serve local needs. The proposed extension to the South Suburban Airport is expected to provide transit access to jobs at and near the airport, plus express passenger transport to and from downtown Chicago and intermediate locations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and town aganomic	Jobs in region	5,924,196	337
Long-term economic	Total income in region	\$412,724,000,000	\$18,555,000
development	Gross Regional Product	\$626,828,000,000	\$27,428,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	9,022
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.01
Time	Average travel time in minutes, transit	58.36	-0.59
Mode share	Total trips, auto	29,222,026	-3,078
Mode snare	Total trips, transit	3,306,482	2,041
	Average number of jobs accessible within 45 minutes by auto	831,680	2,526
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,396
	Daily emissions of VOC, tons	63.554	0.017
A !	Daily emissions of NOX, tons	50.937	-0.012
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-8,004
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	18
preservation	as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	83
	as % of total impacted subzones	n/a	58%
Dool, mania disetti a com	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (2009 \$) \$260,000,000 estimated capital project cost.

Connectivity: The project provides enhanced connectivity to existing CTA bus and rapid transit services, proposed South Lakefront transit service, and multiple commuter rail services via the proposed Central Area Transitway.

Safety and security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57 and IL 394) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trail systems.

Consistency with subregional plans: The project from University Park to the proposed South Suburban Airport is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2020 completion time frame.

Heritage Corridor Improvements

Project Description

The Heritage Corridor is a 38-mile commuter rail line serving communities in southwest Cook and northwest Will Counties. The Heritage Corridor project will provide full-service commuter rail operations on the Heritage corridor to serve Chicago, Summit, Justice, Willow Springs, Lemont, Lockport, Romeoville, and Joliet.

Project Map





Project Details and Evaluation Outcomes

The line, which also serves interregional passenger rail and a busy freight service, currently has limited service. The proposal is to upgrade infrastructure and service levels and to add stations. Expanded service will include improved peak and off-peak service frequencies as well as weekend service. The improvements are also expected to reduce passenger delays by resolving freight conflicts and expanding service to additional stations. Several improvements recommended by the CREATE Plan have been completed or will be completed in the near term.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	N/A
Long-term economic development	Total income in region	\$412,724,000,000	N/A
development	Gross Regional Product	\$626,828,000,000	N/A
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	9,043
Work Trip Commute	Average travel time in minutes, auto	33.84	0.39
Time	Average travel time in minutes, transit	58.36	-0.95
Mode share	Total trips, auto	29,222,026	-2,775
Mode share	Total trips, transit	3,306,482	4,181
Lhahamia	Average number of jobs accessible within 45 minutes by auto	831,680	-4,592
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	28,864
	Daily emissions of VOC, tons	63.554	0.180
A : 1: t	Daily emissions of NOX, tons	50.937	0.020
Air quality	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	9
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	22,996
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	125
	boundaries		
	as % of total impacted subzones	n/a	74%
Pook poriod utilization	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$178,000,000 (2009 \$) estimated project capital cost.

Connectivity: Proposed improvements enhance existing connectivity potential in Joliet (Metra Rock Island District) and may provide additional connectivity with the STAR Line (Joliet) and Inner Circumferential Rail Service (Summit).

Safety and Security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The CREATE Project also recommends freight improvements on this line, including two proposed grade separations of rail to rail crossings. .

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. \$20,000,000 for CREATE improvements has been programmed in the 2010-2014 Northeastern Illinois Transportation Improvement Program (TIP); however no work has been awarded This project has a year 2020 completion time frame.

Southwest Service Improvements and Extension

Project Description

The proposal is to upgrade infrastructure and service levels and to provide an extension of service within rapidly-growing Will County to Midewin (former Joliet Arsenal site).

Project Map





Project Details and Evaluation Outcomes

The proposal includes constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) near 75th/Loomis, with a combination of bridges and embankment, crossing above Norfolk Southern (NS) tracks south of 74th St, ending near 75th/Normal where the SouthWest Service (SWS) will access the RID tracks. This installation of two rail-to-rail grade separations to carry the SWS above the BRC and NS tracks will provide improved reliability and fewer operating conflicts. Rerouting the SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station. The 5.8 mile extension of the SouthWest Service to Midewin will provide commuter rail service to the Midewin National Tallgrass Prairie, Lincoln National Cemetery, and the Centerpoint Intermodal Center, as well as provide a terminal closer to rapidly growing Elwood and Wilmington. The extension will use primarily former Joliet Arsenal right-of-way by connecting at Manhattan.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I on a town aconomic	Jobs in region	5,924,196	n/a
Long-term economic development	Total income in region	\$412,724,000,000	n/a
development	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	1,823
Work Trip Commute	Average travel time in minutes, auto	33.84	0.38
Time	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-11,967
Mode share	Total trips, transit	3,306,482	7,927
	Average number of jobs accessible within 45	831,680	-3,829
Jobs-housing access	minutes by auto		
Jobs-Housing access	Average number of jobs accessible within 75	1,268,062	21,640
	minutes by transit		
	Daily emissions of VOC, tons	63.554	0.107
Air quality	Daily emissions of NOX, tons	50.937	-0.055
All quality	Annual emissions of direct PM, tons	1,020.4	-0.8
	Annual emissions of NOX, tons	20,187	-18
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,025
Natural resource	Number of impacted subzones in unprotected	n/a	11
	natural areas		
preservation	as % of total impacted subzones	n/a	4%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	239
	boundaries		
	as % of total impacted subzones	n/a	76%
Pook pariod utilization	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

Cost: (2009 \$) \$186,000,000 for 75th Street segment; \$32,000,000 for extension from Manhattan to Midewin; and, \$261,000,000 for improvements enabling full service level.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street).

Safety and Security: The proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-55, I-57) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the 75th Street segment, and year 2040 for both the Manhattan to Midewin extension and improvements enabling full service.

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Rock Island District Improvements and Extension

Project Description

The Rock Island District (RID) Line currently operates between LaSalle Street Station in downtown Chicago and Joliet Union Station. The initial proposal is to upgrade infrastructure and service levels. An extension to Minooka is also proposed.

Project Map





Project Details and Evaluation Outcomes

The upgrade proposal includes adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the Rock Island District (RID) Line, north from Gresham, where the Beverly Branch trains connect with the RID Main Line. The additional track will accommodate future expansion of RID service, the proposed South East Service and the eventual connection of the South West Service with LaSalle Street Station. A grade separation is being planned over the Norfolk Southern RR at 63rd Street as part of the CREATE program. The project will also include related bi-directional signals and centralized traffic control to integrate with existing RID operations, plus several new or rehabbed bridges over city streets. Ancillary benefits include freeing up capacity at Chicago Union Station.

Another significant Rock Island District upgrade proposal includes the 47th Street Yard improvements that will expand and modernize the operations facilities between 47th and 51st Streets that serve as storage and maintenance facilities for all trains using the line. This yard expansion also offers the potential to implement express or limited-stop service.

The proposed extensions include several options to provide passenger rail service west of Joliet. Due to the significant residential growth in Will, Kendall, and Grundy Counties, an extension of the Rock Island District Line from Joliet to Minooka is proposed. The proposed routing would travel west from Joliet along the former Rock Island (now CSX) tracks to near the intersection with the Elgin Joliet and Eastern (EJ&E) tracks in Minooka on the border of Will, Kendall, and Grundy Counties. The initial proposed extension would stretch 10 miles beyond the current terminus. It would bring commuter rail service to the communities of Rockdale, Channahon, and Minooka, as well as southwestern Joliet and other surrounding communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	2,127
Long-term economic development	Total income in region	\$412,724,000,000	\$90,878,000
development	Gross Regional Product	\$626,828,000,000	\$135,846,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-19,881
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.13
Time	Average travel time in minutes, transit	58.36	0.45
Mode share	Total trips, auto	29,222,026	-26,739
wode snare	Total trips, transit	3,306,482	6,212
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	622
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,215
Air quality	Daily emissions of VOC, tons	63.554	-0.052
	Daily emissions of NOX, tons	50.937	-0.063

	Annual emissions of direct PM, tons	1,020.4	-1.0
	Annual emissions of NOX, tons	20,187	-25
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-134,002
Natural resource	Number of impacted subzones in unprotected	n/a	8
	natural areas		
preservation	as % of total impacted subzones	n/a	1%
	Number of impacted subzones within municipal	n/a	602
Infill and reinvestment	boundaries		
	as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (In 2009 \$) \$47,000,000 for additional track from 16th St to Gresham; \$235,000,000 for 47th Street yard expansion; and, \$48,000,000 million for extension from Joliet to Minooka.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street). Line also will have enchanced connectivity with several east-west CTA bus routes serving the far south and southwest side, this includes a recently proposed additional new station at Auburn Park (79th Street).

Safety and Security: the proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57, I-80) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the improvements along the existing corridor and 2040 for the extension from Joliet to Minooka.

STAR Line

Project Description

The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



Project Details and Evaluation Outcomes

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I on a town oconomic	Jobs in region	5,924,196	829
Long-term economic development	Total income in region	\$412,724,000,000	\$33,894,000
development	Gross Regional Product	\$626,828,000,000	\$50,861,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	3,736
Work Trip Commute	Average travel time in minutes, auto	33.84	0.08
Time	Average travel time in minutes, transit	58.36	0.08
Mode share	Total trips, auto	29,222,026	-37,500
Mode snare	Total trips, transit	3,306,482	37,341
	Average number of jobs accessible within 45 minutes by auto	831,680	-1,271
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	57,632
	Daily emissions of VOC, tons	63.554	-0.011
A · 1·	Daily emissions of NOX, tons	50.937	-0.022
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-28,392
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	36
preservation	as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	243
	as % of total impacted subzones	n/a	81%
D 1 1 1 11 11	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	n/a

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The Joliet to O'Hare phase of the project is estimated to be completed in 2017. Project capital cost is estimated at \$2.7 billion (in 2009\$). Annual operating costs have not yet been estimated.

Connectivity: A primary benefit of the STAR Line is the additional connectivity that it creates. The STAR Line connects to the Burlington Northern Santa Fe (BNSF), Union Pacific-West (UP-W), Milwaukee District-West (MD-W) and North Central Service (NCS) Metra lines and also connects to the CTA Blue Line. A number of Pace and CTA bus services also would connect to this facility, as well as the proposed "J-Line" BRT and proposed transit service along the Elgin-O'Hare Expressway.

Safety and security: N-S portion of route will provide travel alternative for IL 31, IL 25, IL 59, Weber-Naperville Rd, IL 53 and I-355 in the event of an incident. E-W portion of route provides travel alternatives for I-90, IL 72, IL 58, IL 19 and Elgin-O'Hare Expressway in the event of an incident. Route also provides evacuation route from O'Hare Airport.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The project is also supported in Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan for its potential benefits to eastern Kane County travelers. It is also considered supportive project for both the Cook-DuPage corridor study and the DuPage Area Transit Plan. The City of Elgin supports the project within its Comprehensive Plan & Design Guidelines document. The Village of Hoffman Estates and the Village of Rolling Meadows support the STAR Line in their respective comprehensive plans. The Village of Arlington Heights, Village of Mount Prospect, and the Village of Des Plaines support STAR Line service as a complement to development near proposed station locations within their respective comprehensive plans. The Village of Plainfield's comprehensive plan (2002) supports establishing commuter rail service along the then-EJ&E RR corridor.

Project Status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/star.php.

BNSF Extension

Project Description

The BNSF Railway serves western Cook, DuPage and southern Kane Counties. The proposal will extend service to Oswego.

Project Map

BNSF Railroad Extension Impacts: Infill Development and Sensitive Land



Project Details and Evaluation Outcomes

The initial proposal is to extend the existing commuter rail service 5.3 miles from its current terminus in Aurora to Oswego (in Kendall County). An intermediate station in Montgomery and a longer extension terminating in Plano are also proposed. A new equipment storage/maintenance facility near the new western terminus of the line is also proposed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama kaum agan amig	Jobs in region	5,924,196	n/a
Long-term economic development	Total income in region	\$412,724,000,000	n/a
development	Gross Regional Product	\$626,828,000,000	n/a
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-10,424
Work Trip Commute	Average travel time in minutes, auto	33.84	0.60
Time	Average travel time in minutes, transit	58.36	-0.87
Mode share	Total trips, auto	29,222,026	-12,214
Wiode share	Total trips, transit	3,306,482	15,284
	Average number of jobs accessible within 45 minutes by auto	831,680	-3,624
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	39,994
	Daily emissions of VOC, tons	63.554	0.139
4 . 11.	Daily emissions of NOX, tons	50.937	-0.004
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,998
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	36
preservation	as % of total impacted subzones	n/a	40%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	73
	as % of total impacted subzones	n/a	80%
Deal medial office	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital project cost is \$75,000,000 (2009 \$). The project involves an extension outside the RTA service area, so the financing of the project requires special attention.

Connectivity: The project extends transit service into an area served only by peakperiod shuttle service¹, improving access between Oswego and other communities with BNSF stations.

Safety and security: project enhances security by enabling an additional number of travelers to utilize an alternative travel mode in the event of a major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status

The project has been authorized for evaluation in the current federal authorization and is specifically exempted from additional planning evaluation requirements. Phase I planning and engineering activities may be commenced within 1 year. This project has a year 2020 completion time frame.

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¹ An interim bus service is already in place from Aurora to Oswego

Union Pacific West Improvements

Project description

The Union Pacific West (UP-W) Line is a commuter rail line serving Chicago's CBD and western suburbs. The Union Pacific West Line (UP-W) extends nearly 44 miles west from Chicago to Elburn. This project includes improvements along this rail line.

Project map



Project details and evaluation outcomes

The UP-W Line serves 62 communities in parts of Kane, DuPage and western Cook counties. An extension from Geneva to Elburn opened for service in January 2006. To provide faster and more frequent service as well as to improve reliability for passenger and freight users, this proposal includes significant infrastructure and service level upgrades. Slower travel times along the existing UP-W Line cause many residents to drive to the BNSF Line for faster express service. A culmination of the proposed improvements would address this issue and provide the additional benefit of easing congestion along the BNSF Line.

The current proposal includes improving signal systems and upgrading existing track, including new crossovers. A third track will be added to an existing double-track portion of the line east of Elmhurst.

As part of the UP-W improvements, it also proposed to move the current A-2 crossing at Western Avenue to a new location one mile east. This rail crossing is the busiest in Northeastern Illinois, where the UP-W Line crosses the Milwaukee District West (MD-W), Milwaukee District North (MD-N) and North Central Service (NCS) lines in Chicago. The proposal includes relocating the existing crossing of Union Pacific (West Line and all yard moves) and Milwaukee District (North and West Lines, NCS, and all yard moves) from its present location at Western Avenue to the east near between Ogden and Ashland, away from entrances to the two coach yards. Improved operating efficiencies will enable both revenue and deadhead trains to move through the new crossing point at increased speeds and reduced operating costs. An additional proposal includes consolidation of the M-19A/California Avenue Yard.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama tarm agan amia	Jobs in region	5,924,196	-246
Long-term economic development	Total income in region	\$412,724,000,000	(\$6,791,000)
development	Gross Regional Product	\$626,828,000,000	(\$9,426,000)
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	10,468
Work Trip Commute	Average travel time in minutes, auto	33.84	0.04
Time	Average travel time in minutes, transit	58.36	-0.22
Madashara	Total trips, auto	29,222,026	-5,029
Mode share	Total trips, transit	3,306,482	1,374
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-321
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,354
	Daily emissions of VOC, tons	63.554	0.052
Air quality	Daily emissions of NOX, tons	50.937	0.018
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,347
Natural resource	Number of impacted subzones in unprotected	n/a	73

preservation	natural areas		
	as % of total impacted subzones	n/a	13%
	Number of impacted subzones within municipal	n/a	464
Infill and reinvestment	boundaries		
	as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Project capital cost is estimated at \$558 million (in 2009\$).

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections. The A-2 crossing improvements would speed service on several Metra lines, improving connectivity regionally.

Safety and security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: This project is supported within Kane County's 2030 Long Range Transportation Plan.

Project status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/upw.php. The project has a year 2017 completion time frame.

Inner Circumferential Rail Service

Project Description

This proposal calls for an Inner Circumferential Rail Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Unprotected Sensitive Land

Project Details and Evaluation Outcomes

The proposed new service will use the IHB and BRC railroads to travel between O'Hare Airport and Midway Airport, with intermediate stations at: Franklin Park, Melrose Park, Bellwood-25th Ave, Broadview, LaGrange Park, LaGrange, Summit, Harlem/59th St, and Midway Airport. It has been studied as a branch of the STAR Line (STAR Line Feasibility Analysis, 2003).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	2,166
Long-term economic development	Total income in region	\$412,724,000,000	\$126,883,000
development	Gross Regional Product	\$626,828,000,000	\$186,225,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-13,262
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.03
Time	Average travel time in minutes, transit	58.36	-0.28
Madaalaaa	Total trips, auto	29,222,026	-9,439
Mode share	Total trips, transit	3,306,482	10,532
	Average number of jobs accessible within 45 minutes by auto	831,680	-564
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	68,021
	Daily emissions of VOC, tons	63.554	0.029
A !	Daily emissions of NOX, tons	50.937	0.017
Air quality	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,838
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	287
	as % of total impacted subzones	n/a	97%
Deal medial cells of	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$349,000,000 estimated capital cost (2009 \$).

Connectivity: The benefits of the project are expected to include increased accessibility to communities for non-radial travel as well as improved mobility within the corridor. Opportunities for connectivity will begin in the O'Hare station area with connections to the main branch of the STAR Line, North Central Service, and proposed O'Hare-Schaumburg Transit Service. There may be additional connections with Metra's Milwaukee District West, UP-West, BNSF and Heritage Corridor services. Several highly utilized Pace bus routes (e.g. Madison Street, Roosevelt Road, Cermak Rd)

intersect the corridor. There will be connections to the existing Orange Line and proposed Ford City extension, Mid-City Transitway, and other Pace services at the southern terminus.

Safety and Security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south major arterials and expressways (e.g. I-294), while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Portions of the project will encourage development in areas of existing infrastructure. This will provide improved access to jobs and major activity centers which is expected to spur economic development along the project corridor, particularly at station locations. The Village of LaGrange's 2005 Comprehensive Plan supports the establishment of the Inner Circumferential service, as does the nearby Village of Brookfield. The Village of Bellwood, the Village of Maywood and the Village of Melrose Park support the development of a joint Bellwood-25th Avenue station (along the UP-West). The Inner Circumferential Rail Service has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

In cooperation with the North Central and West Central Council of Mayors, Metra studied the potential benefits and capital costs associated with its implementation of the Inner Circumferential Rail Service as part of the STAR Line feasibility study (2003). No further planning or engineering activities have been scheduled thus far. This project has a long-term completion (year 2030) time frame.

Milwaukee District West Extension

Project Description

The Milwaukee District-West line currently provides service between Elgin (Big Timber Road) and downtown Chicago. The initial proposal includes a new 11-mile extension to the Milwaukee District-West Line between Elgin in Kane County and rapidly growing Huntley in McHenry County.

Project Map



Project Details and Evaluation Outcome

The extension to Huntley is proposed to connect at Almora and use right-of-way of the parallel Union Pacific Belvidere Subdivision tracks. The project also includes the addition of an upgraded outlying coach yard and improvements to the existing rail infrastructure. This former Chicago and North Western Railway line was the first railroad in the region (chartered in 1836 as the Galena and Chicago Union Railroad), with service beginning in 1848. The existing single-track lightly utilized freight line turns northwest at this point. A further expansion to Marengo (26 miles from Elgin) is also envisioned as well as an 11.1 mile extension along a different route (IC &E RR) from Elgin to Hampshire¹.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Toma toma comonia	Jobs in region	5,924,196	566
Long-term economic	Total income in region	\$412,724,000,000	\$24,215,000
development	Gross Regional Product	\$626,828,000,000	\$35,767,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-5,838
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.08
Time	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	-847
Mode snare	Total trips, transit	3,306,482	2,141
	Average number of jobs accessible within 45 minutes by auto	831,680	3,985
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	3,101
	Daily emissions of VOC, tons	63.554	-0.043
A . 1.,	Daily emissions of NOX, tons	50.937	-0.046
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-25,372
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	37
preservation	as % of total impacted subzones	n/a	51%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	44
	as % of total impacted subzones	n/a	60%
Deal and Lock of	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

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¹ Only the extension to Huntley is being evaluated at this time.

Cost: A capital cost of \$777,000,000 (2009\$) has been estimated for an extension first to Huntley then to Marengo². The capital cost for the Elgin to Marengo extension proposal is \$370,000,000 (2009 \$).

Connectivity: The project will increase access between Huntley and areas served by Elgin-centered Pace bus services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-90, Elgin-O'Hare) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan, and is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. A station site has been identified in the Village of Huntley's official Land Use Map. The City of Elgin also supports the extension to Huntley in its most recent Comprehensive Plan & Design Guidelines publication.

Project Status

A Phase I feasibility study to Marengo is underway. The Huntley-Marengo extension has a year 2020 time frame. The extension to Hampshire has a year 2040 completion time frame.

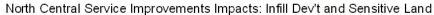
² The split of this capital cost between the Elgin-Huntley and Huntley-Marengo aspects of the project is unclear at this time.

North Central Service Improvements

Project Description

The North Central Service was introduced in August, 1996. The proposal calls for ongoing continuing upgrades to infrastructure and service levels.

Project Map





Project Description

Improvements to the North Central Line include double-tracking much of the line, new stations, additional parking, and improved operations via the Milwaukee District West Line to Union Station.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I on a town oconomic	Jobs in region	5,924,196	580
Long-term economic development	Total income in region	\$412,724,000,000	\$26,016,000
development	Gross Regional Product	\$626,828,000,000	\$37,895,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	2,645
Work Trip Commute	Average travel time in minutes, auto	33.84	0.06
Time	Average travel time in minutes, transit	58.36	-0.78
Mode share	Total trips, auto	29,222,026	-732
Mode snare	Total trips, transit	3,306,482	983
	Average number of jobs accessible within 45 minutes by auto	831,680	2,457
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,812
	Daily emissions of VOC, tons	63.554	0.073
A · 1·	Daily emissions of NOX, tons	50.937	0.037
Air quality	Annual emissions of direct PM, tons	1,020.4	0.7
	Annual emissions of NOX, tons	20,187	15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,794
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	21
preservation	as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	396
	as % of total impacted subzones	n/a	94%
Deal and Local C	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$297,000,000 estimated project capital cost (2009 \$).

Connectivity: North Central Service will have significant transfer capabilities for proposed commuter rail and rapid transit serving the O'Hare Airport Area (the STAR Line, Inner Circumferential Service, O'Hare to Schaumburg service). This line will also maintain transfer opportunities (at Prairie Crossing) to improved Milwaukee District North services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. Expansion of service has support within the comprehensive plans of the following municipalities: Village of Grayslake (2005); Village of Libertyville (2005); Village of Buffalo Grove (2009); Village of Wheeling (2003).

Project Status

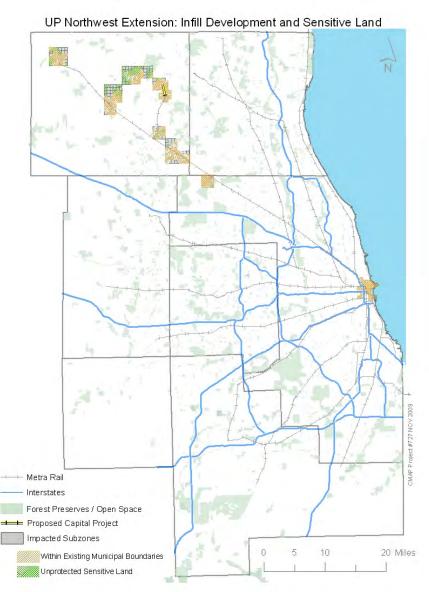
The first phase of double-tracking and service upgrade of the North Central Service Line was completed in January 2006. The remaining elements of this project, for assuring full level of service, have a year 2040 completion time frame. No alternatives analysis or Phase I engineering have been initiated thus far.

Union Pacific Northwest Improvements and Extension

Project Description

The Union Pacific Northwest (UP-NW) Line is the region's longest commuter rail line, extending from Chicago to Harvard with a seven-mile branch to McHenry. Two improvements are proposed on the UP-Northwest: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry.

Project Map



Project Details and Evaluation Outcome

The infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas. 2 additional stations will be added to the line: Prairie Grove (Mc Henry branch) and Ridgefield (Woodstock branch).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,267
	Total income in region	\$412,724,000,000	\$54,954,000
	Gross Regional Product	\$626,828,000,000	\$81,637,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-20,103
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.13
Time	Average travel time in minutes, transit	58.36	0.16
Mode share	Total trips, auto	29,222,026	-1,522
	Total trips, transit	3,306,482	886
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,034
	Average number of jobs accessible within 75 minutes by transit	1,268,062	309
Air quality	Daily emissions of VOC, tons	63.554	-0.110
	Daily emissions of NOX, tons	50.937	-0.085
	Annual emissions of direct PM, tons	1,020.4	-1.2
	Annual emissions of NOX, tons	20,187	-34
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-53,504
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	as % of total impacted subzones	n/a	8%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	435
	as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Estimated project capital cost of the extension to Johnsburg and and infrastructure improvements along the length of the UP-Northwest and its branches is \$436,000,000 (2009 \$).

Connectivity: Project will maintain connections with other UP commuter rail lines services at Clybourn and Ogilvie, as well as several CTA and Pace bus routes on the northwest side of Chicago and northwestern Cook suburbs.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel and intersecting major thoroughfares in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. The City of McHenry 2008 Comprehensive Plan supports improving and extending the branch service.

Project Status

Elements of this proposal were explored and costs estimated in Metra's 2002 report titled: *Northeastern Illinois Transportation Challenges: Core Capacity, Peak System Usage, and Infrastructure Efficiencies.* Also see the www.metraconnects.metrarail.com/upnw.php web page for more current and detailed information. Phase I Engineering acticity is programmed within the FY 2010-2014 NE Illinois Transportation Improvement Program (TIP), but no work has thus far been awarded. This project has a year 2017 completion time frame.

Milwaukee District North Improvements

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake.

Project map



Project Details and Evaluation Outcome

The proposal includes adding a second track, upgrading infrastructure and service levels between Rondout and Fox Lake.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	123
	Total income in region	\$412,724,000,000	\$7,191,000
development	Gross Regional Product	\$626,828,000,000	\$10,818,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	9,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	-569
	Total trips, transit	3,306,482	270
	Average number of jobs accessible within 45	831,680	2,302
Jobs-housing access	minutes by auto		
,	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,087
	Daily emissions of VOC, tons	(2 554	0.055
Air quality		63.554 50.937	0.055
	Daily emissions of NOX, tons Annual emissions of direct PM, tons		0.007
		1,020.4	0.1
	Annual emissions of NOX, tons	20,187	2.000
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	3,023
Natural resource preservation	Number of impacted subzones in unprotected	n/a	79
	natural areas	,	470/
Infill and reinvestment	as % of total impacted subzones	n/a	17%
	Number of impacted subzones within municipal	n/a	244
	boundaries		E 40/
Peak period utilization	as % of total impacted subzones	n/a	54%
	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: \$79,000,000 (2009 \$) estimated project capital cost.

Connectivity: Project will have potential to support county wide transit travel via proposed transfer improvements at Rondout and current transfer opportunities at Prairie Crossing. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: the proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: Not identified.

Project Status

No planning, analysis, or construction activities are scheduled at this time. This project has a year 2020 completion time frame.

Milwaukee District North Extension - Wadsworth

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake. This particular proposal includes an extension to Wadsworth.

Project Map



Project Details and Evaluation Outcome

This extension includes 13 miles of new service between Rondout (which may have a new station as part of the proposal) and Wadsworth in northeastern Lake County. The proposal is to follow main line tracks northward to serve the communities of Wadsworth, Gurnee, western sections of Waukegan, and Green Oaks. The main line tracks run northward to Milwaukee, Wisconsin and beyond. The line is used for both freight and Amtrak trains.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic	Jobs in region	5,924,196	977
development	Total income in region	\$412,724,000,000	\$51,662,000
development	Gross Regional Product	\$626,828,000,000	\$76,181,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-4,964
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.10
Time	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-4,738
Wiode Share	Total trips, transit	3,306,482	2,343
Table be seed to be seen	Average number of jobs accessible within 45 minutes by auto	831,680	1,195
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	9,988
	Daily emissions of VOC, tons	63.554	-0.038
A ! 1'(Daily emissions of NOX, tons	50.937	-0.036
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-29,295
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	3
preservation	as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	368
	boundaries		
	as % of total impacted subzones	n/a	96%
Daal, mania dantilia (Com	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$576,000,000 (2009 \$) estimated capital cost for core capacity upgrades extending from Wadsworth to Chicago Union Station¹.

¹ Capital cost estimate provided by Metra, January 2010. It is unclear at this time which portion of this cost is attributable solely to the Wadsworth Corridor ROW and improvements at Rondout.

Connectivity: New stations will be accessible from I-94 and US 41, and will likely have Pace bus connections. There will also be opportunities to travel to the western parts of Lake County via transfer options at Rondout with the Milwaukee District Fox Lake Branch. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. The Village of Gurnee Comprehensive Land Use Plan (1995) recommends this project as a non-motorized transportation alternative for its downtown Special Development Area (Section VI of the Plan).

Project Status

Metra completed the *Wadsworth Extension Commuter Rail Feasibility Study* in 2001 to examine the potential for establishing commuter rail service. No additional or revised planning and analysis or construction activity has been scheduled thus far. This project has a year 2020 completion time frame.

Union Pacific North Improvements

Project Description

The Union Pacific North Line serves Chicago, northern Cook and Lake Counties. This proposal recommends improving the operating capacity of the line.

Project Map





Project Details and Evaluation Outcome

The proposal is to upgrade the existing signal system and install additional crossovers between downtown Chicago and the outer terminal in order to increase the operating capacity of the Union Pacific North Line (47 total miles in length from Ogilvie Transportation Center to Kenosha, WI).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and tarm aganomic	Jobs in region	5,924,196	-9
Long-term economic development	Total income in region	\$412,724,000,000	\$2,784,000
development	Gross Regional Product	\$626,828,000,000	\$4,728,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	10,636
Work Trip Commute	Average travel time in minutes, auto	33.84	0.11
Time	Average travel time in minutes, transit	58.36	-0.37
Mode share	Total trips, auto	29,222,026	-1,102
wiode share	Total trips, transit	3,306,482	3,888
* 1 · 1 · ·	Average number of jobs accessible within 45 minutes by auto	831,680	639
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	13,129
	Daily emissions of VOC, tons	63.554	0.080
A:1:t	Daily emissions of NOX, tons	50.937	0.041
Air quality	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	16
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	35,337
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	697
	as % of total impacted subzones	n/a	94%
Darlamania dartilias Can	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$400,000,000 (2009 \$) estimated capital project cost.

Connectivity: Line has stations at the following locations served by other CTA and Metra services: Evanston Davis Street, Evanston Main Street (Purple), Clybourn (UP-West) and Ogilvie (UP-West, UP-Northwest). Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Highland Park (e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94, US 41) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: stations will remain highly accessible to several parallel and intersecting bicycle routes and trails in the City of Chicago, North Shore, and far northern suburbs.

Consistency with subregional plans: Not identified.

Project Status

The improvements that will increase operating capacity have not been scheduled for any initial planning or analysis (Phase I). This project has a year 2020 completion time frame.

South Lakefront Corridor

Project Description

A proposed transit line would run from Chicago's Central Area to a terminal at 93rd Street in the South Chicago community area.

Project Map



Project Details and Evaluation Outcomes

The proposed line could be an entirely new light-rail service parallel to the existing Metra Electric mainline and replacing the South Chicago Branch, or an upgrade in the frequency of existing Metra Electric mainline and South Chicago Branch service. The latter concept has been referred to as the Gold or the Gray Line. The light-rail option would permit the eventual introduction of a branch along Stony Island Avenue. To progress, this project is likely to require extensive coordination between Metra, CDOT, and CTA.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	767
Long-term economic development	Total income in region	\$412,724,000,000	\$41,793,000
development	Gross Regional Product	\$626,828,000,000	\$61,414,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	4,287
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-6,359
Wode share	Total trips, transit	3,306,482	5,653
Table beautiful and a	Average number of jobs accessible within 45 minutes by auto	831,680	336
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,317
	Daily emissions of VOC, tons	63.554	0.040
A * 1*(Daily emissions of NOX, tons	50.937	0.000
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,063
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	250
	as % of total impacted subzones	n/a	98%
Deal medial office	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: no costs has been estimated due to no alternatives being identified as part of an official planning process.

Connectivity: Project would have connectivity with remaining enhanced Metra Electric Services, proposed Central Area Transitway, and several CTA bus routes.

Safety and Security: proposed service provides redundancy for major parallel routes and transit services (Dan Ryan, South Lake Shore Drive, Red Line, Green Line) in the event of an incident. Increase to rapid transit service levels may encourage safety improvements along the right-of-way and near station sites.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks, connectivity to parallel Lakefront trail system should be explored. Stations will have adequate bicycle facilities.

Consistency with subregional plans: planning for this proposed service is being coordinated with ongoing USX South Works redevelopment, Michael Reese Hospital site redevelopment, and Reconnecting Neighborhoods activities.

Project Status

The City of Chicago will be undertaking initial feasibility analyses. RTA provided financial assistance for a South Lakefront Corridor Transportation study. This project has a year 2020 completion time frame.

Red Line South Extension

Project Description

The Red Line serves Chicago's lakefront neighborhoods from Howard Street to its current terminal at 95th Street. This project extends the Red Line to a new terminal at 130th Street and the Bishop Ford Freeway, using the Union Pacific railroad corridor.

Project Map



Project Details and Evaluation Outcomes

The project extends the Red Line, which is currently 22 miles long, for an additional 5.5 miles. It would travel from its current terminus along I-57, then follow the Union Pacific corridor to 130th Street, operating on an elevated structure for its entire length. A key component of the plan is an intermodal terminal and a major park-and-ride lot at 130th Street. Intermediate stations are planned at 103rd, 111th, and 115th.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and tarm again	Jobs in region	5,924,196	376
Long-term economic development	Total income in region	\$412,724,000,000	\$19,842,000
development	Gross Regional Product	\$626,828,000,000	\$29,819,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-63
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.03
Time	Average travel time in minutes, transit	58.36	-0.29
Mode share	Total trips, auto	29,222,026	1,562
Mode snare	Total trips, transit	3,306,482	-1,960
	Average number of jobs accessible within 45 minutes by auto	831,680	1,404
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,903
	Daily emissions of VOC, tons	63.554	0.048
A * 1*1	Daily emissions of NOX, tons	50.937	0.005
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,217
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	247
	as % of total impacted subzones	n/a	100%
Deal model office	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost \$879 million to construct in 2009\$, or \$1.14 billion in YOE\$. Annual operating cost is estimated at \$18.3 million in 2009\$.

Connectivity: The project will streamline bus-to-rail connections for several bus routes south of 95th Street. Currently, thirteen CTA and six Pace routes serve the 95th Street station, and nearly 9,000 riders transfer from bus to rail at this station on an average

weekday. Bus access to the 95th Street terminal is a key problem that would be addressed by the Red Line extension, which would reduce the number of bus to rail transfers that would need to occur at this location.

Safety and security: The project will increase safety by relieving congestion at the 95th Street station, reducing passenger-bus conflicts and the total number of passengers on the station platform in this location. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: A number of vacant and underutilitized lots, some under city ownership, have been identified as having redevelopment potential near several of the proposed new stations. Much of the surrounding area is within TIF districts and economic development in these areas is sought.

Project Status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the Union Pacific railroad corridor being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/Redeis/documents.aspx

Orange Line Extension

Project description

The Orange Line is a rapid transit line serving Chicago's CBD, Southwest side and Midway Airport. This proposal extends the Orange Line from the current terminus at Midway Airport to a new terminal in the vicinity of the Ford City Mall, using the Belt Railway of Chicago right-of-way and Cicero Avenue.

Project map



Project details and evaluation outcomes

Funding constraints required the Orange Line stop short of its original intended terminus at Ford City when initially built. This project completes the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the strong employment corridor along south Cicero Avenue, to provide additional access to retail and employment opportunities. The line will also provide easier access to hotels and residential areas south of Midway Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	1,925
Long-term economic development	Total income in region	\$412,724,000,000	\$101,622,000
development	Gross Regional Product	\$626,828,000,000	\$149,043,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	8,492
Work Trip Commute	Average travel time in minutes, auto	33.84	0.01
Time	Average travel time in minutes, transit	58.36	-0.33
Madaalaaa	Total trips, auto	29,222,026	776
Mode share	Total trips, transit	3,306,482	-453
	Average number of jobs accessible within 45 minutes by auto	831,680	1,107
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,019
	Daily emissions of VOC, tons	63.554	-0.031
4 . 1	Daily emissions of NOX, tons	50.937	-0.034
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,366
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	96
	as % of total impacted subzones	n/a	100%
Deal medial office	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost \$445 million to construct in 2009\$, or \$585 million in YOE\$. Annual operating cost is estimated at \$4.5 million in 2009\$.

Connectivity: The project will connect to several bus routes. A new park-and-ride lot and bus facilities at Ford City will address constraints at the CTA lot at Midway Airport. Park-and-ride access is a major component of ridership at Orange Line stations near the end of the line, and this project will add 750 parking spaces at its new terminal.

Safety and security: Safety will be enhanced from planned elimination of highway-rail grade crossings and from eliminating bus congestion at the Midway station. Various invehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: None identified.

Project status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the preferred alignment being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/orangeeis/documents.aspx

Circle Line South

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The southern portion of the Circle Line will travel south from the Ashland station of the Green and Pink Lines, connecting to the Blue Line and continuing to the Orange Line. After this, the route will use the Orange Line alignment to travel into the Loop.

Project map



Project details and evaluation outcomes

This project creates a new rail line which primarily travels on existing CTA rail tracks. It would use the existing Pink Line tracks from the Ashland station to just below the 18th Street station, and then would require construction of a new rail facility to continue south to the Orange Line station at Ashland. The Orange Line tracks would then be used for service into the Loop. Operating details within the Loop are still being developed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I and tarm aganomic	Jobs in region	5,924,196	n/a
Long-term economic development	Total income in region	\$412,724,000,000	n/a
development	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	3,137
Work Trip Commute	Average travel time in minutes, auto	33.84	0.30
Time	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-16,465
wiode share	Total trips, transit	3,306,482	19,428
	Average number of jobs accessible within 45	831,680	-462
Jobs-housing access	minutes by auto		
Jobs-Housing access	Average number of jobs accessible within 75	1,268,062	29,722
	minutes by transit		
	Daily emissions of VOC, tons	63.554	0.090
Air quality	Daily emissions of NOX, tons	50.937	-0.012
All quality	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-12,305
Natural resource	Number of impacted subzones in unprotected	n/a	0
	natural areas		
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	155
	boundaries		
	as % of total impacted subzones	n/a	99%
Darler and a diline Con	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost \$1 billion to construct in 2009\$, or \$1.1 billion in YOE\$. Annual operating cost is estimated at \$22 million in 2009\$.

Connectivity: The project provides numerous connections between CTA rail services, including the Green, Pink, Blue, Orange, and Red Lines, as well as transfer opportunities within the Loop to the Brown and Purple Lines. Future connections are also possible with the Metra Burlington Northern Santa Fe (BNSF) and Rock Island lines. The CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

The selection of a Locally Preferred Alternative is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx

Blue Line West Extension

Project description

The Blue Line is a rapid transit line providing service between Chicago's CBD, central Cook County and O'Hare Airport. This project involves extending the Forest Park branch of the Blue Line further west along or near I-290 and I-88 into central DuPage County. While the proposal extends as far as Lisle, an initial strategic extension to Oak Brook may take advantage of existing development patterns.

Project map



Project details and evaluation outcomes

Potential intermediate station opportunities are at 1st Ave, 25th Ave, Manheim Road and Roosevelt. Planning for this service should be coordinated with potential projects along the I-290 and I-88 corridors in western Cook and DuPage Counties. Right-of-way needs for multiple transportation improvements will require coordination.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Lang tarm aganamia	Jobs in region	5,924,196	930
Long-term economic development	Total income in region	\$412,724,000,000	\$47,062,000
development	Gross Regional Product	\$626,828,000,000	\$70,401,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	1,942
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.04
Time	Average travel time in minutes, transit	58.36	-0.12
Mode share	Total trips, auto	29,222,026	-3,343
Mode snare	Total trips, transit	3,306,482	3,912
7.1.1.	Average number of jobs accessible within 45 minutes by auto	831,680	2,000
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	24,616
	Daily emissions of VOC, tons	63.554	-0.007
A · 1·	Daily emissions of NOX, tons	50.937	-0.026
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-10
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-16,264
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	217
	as % of total impacted subzones	n/a	95%
Deal medical officer	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost is \$3,500,000,000 (CTA) with a completion year of 2040.

Connectivity: The project improves connections to Pace routes operating in western Cook and eastern and central DuPage Counties. It also would interface with the "J-Line" and coordination between these services will be necessary.

Safety and security: Route would provide redundancy for several east-west expressway and arterial routes traversing DuPage and Cook Counties. Various in-

vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: The western extension of the Blue Line is recommended in the Cook-DuPage corridor study. Also, transit centers in a number of the locations served (including Oak Brook and Yorktown Mall in Lombard) are recommended in the DuPage Area Transit Plan. The Village of Maywood in its 2008 Comprehensive Plan update sought to extend the Blue Line to First Avenue as either a terminal location or part of a larger extension to the western suburbs.

Project status

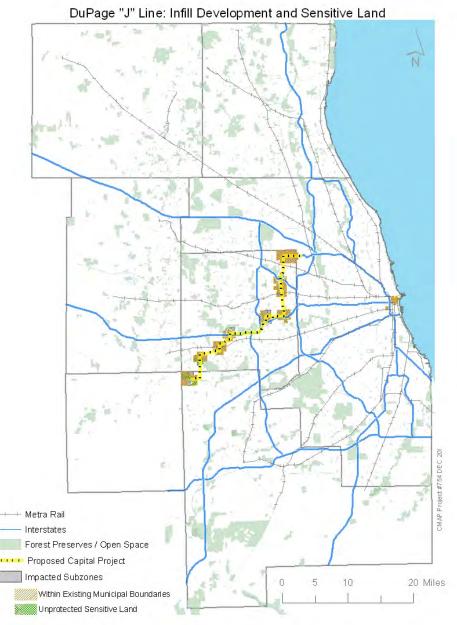
This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

DuPage "J-Line" Bus Rapid Transit

Project Description:

The "J" Bus Rapid Transit (BRT) Route would provide a high-speed link from O'Hare through Oak Brook, to Naperville and Aurora and to the proposed STAR Line at 95th Street.

Project Map



Project Details and Evaluation Outcomes

The proposed DuPage J-Line BRT would serve regional employment or residential areas: the IL 59 / Fox Valley corridor in Aurora, downtown Naperville, the Naperville/Warrenville Rd commercial area, Butterfield Road, then north along IL 83 through eastern DuPage county into the Addison and Elk Grove areas, finally traversing the proposed Elgin O'Hare East Extension terminating at the proposed West O'Hare terminal. The line would operate initially in priority lanes on surface streets and employ a variety of new techniques and technologies to speed service. However, at full operation, the "J" route will provide high-speed service operating on an exclusive busway. Nine stops have been proposed.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	491
Long-term economic development	Total income in region	\$412,724,000,000	\$24,975,000
development	Gross Regional Product	\$626,828,000,000	\$36,911,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	7,524
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.02
Time	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	2,619
Wode share	Total trips, transit	3,306,482	170
	Average number of jobs accessible within 45 minutes by auto	831,680	3,078
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	-2,311
	Daily emissions of VOC, tons	63.554	0.024
A ! 1'(Daily emissions of NOX, tons	50.937	-0.003
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,139
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	16
preservation	as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	159
	as % of total impacted subzones	n/a	89%
Dool, mania disettina Com	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project connects to several existing rail lines, including the BNSF, UP-W, and MD-W, as well as a number of planned services including the STAR Line,

Blue Line extension to Lisle, and Schaumburg-O'Hare transit service along the Elgin-O'Hare Expressway. The "J" route will be part of Pace's Rapid Transit Network.

Safety and Security: the project will enhance safety by providing exclusive right-of-way to bus movements and more visible and protected passenger stops for users. J-Line may also provide evacuation route from incidents at any key activity center (e.g. O'Hare Airport, Oak Brook Mall, Naperville-Warrenville, Fox Valley) along route.

Bicycle and pedestrian accommodation: proposed stops will be integrated into existing and proposed local and regional bicycle and pedestrian networks.

Consistency with subregional plans: the "J" Line is part of the DuPage Area Transit Plan. The DuPage Area Transit Plan is intended to provide a fully integrated multimodal and regionally coordinated transit system for DuPage County. The "J" Line has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

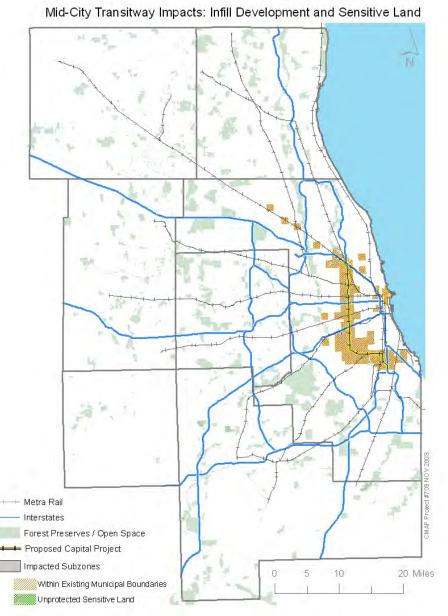
No Phase I engineering activities (e.g. alternatives analysis) have been scheduled thus far. This project presently has a year 2030 completion time frame.

Mid-City Transitway

Project Description

This proposal provides for a transitway operating between the Jefferson Park Blue Line station and the 87th Street Red Line station.

Project Map



Project Details and Evaluation Outcomes

The Mid City Transitway will be a rapid transit or BRT corridor traveling north-south along the Belt Railrway ROW (4600 W) from the Jefferson Park Blue Line station to Ford City (7600 S) and then east-west to the Red Line, along a yet-to-be-determined alignment (an E-W alignment along RR tracks parallel to 74th Street is evaluated below).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	193
Long-term economic development	Total income in region	\$412,724,000,000	\$12,293,000
development	Gross Regional Product	\$626,828,000,000	\$18,614,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	12,485
Work Trip Commute	Average travel time in minutes, auto	33.84	0.01
Time	Average travel time in minutes, transit	58.36	-0.15
Mode share	Total trips, auto	29,222,026	748
Wode share	Total trips, transit	3,306,482	-1,016
Table beautiful and a	Average number of jobs accessible within 45 minutes by auto	831,680	-722
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	37,738
	Daily emissions of VOC, tons	63.554	0.044
A :1: t	Daily emissions of NOX, tons	50.937	0.002
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-7,405
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	468
	as % of total impacted subzones	n/a	99%
Deal medial office	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: \$4.9 billion (2009 \$) capital cost (CTA, July 2009).

Connectivity: Several intermediate stops, mainly at transfer points with CTA bus routes and CTA transit stations, are planned.

Safety and Security: The project enhances safety by providing a transit alternative for non-CBD focused trips. Evacuation from incidents, particularly in the O'Hare area can also be facilitated.

Bicycle and pedestrian accommodation: the Mid-City transitway will have adequate access for pedestrians and bicyclists, as well as be integrated into the City of Chicago's bicycle network system. It is unclear whether the Mid-City will have parallel non-motorized pathways.

Consistency with subregional plans: The Mid-City Transitway has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

The City of Chicago is currently in planning for a specific service proposal in this corridor; thus far no preliminary engineering studies have been scheduled. This project has a year 2040 completion time frame.

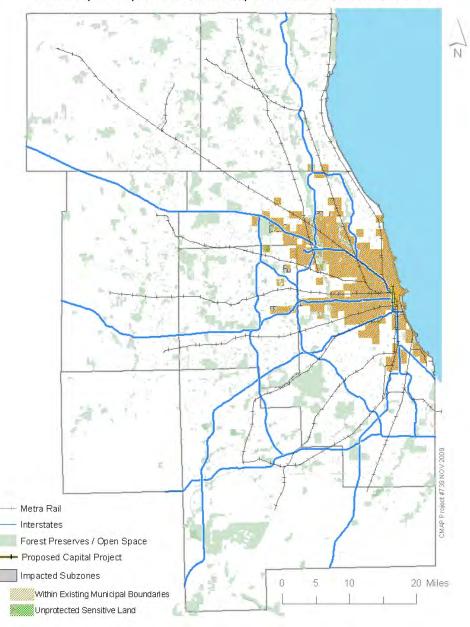
West Loop Transportation Center

Project Description

The West Loop Transportation Center is a proposed transportation terminal located under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago.

Project Map





Project Details and Evaluation Outcomes

The terminal structure for the West Loop Transportation Center is envisioned to incorporate three levels that accommodate and facilitate easy transfers between intercity rail, commuter rail, rapid transit and bus services. The upper level will serve the routes of the proposed Central Area Bus Rapid Transit System with destinations in the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The middle level will serve a new rapid transit line under study. The lower level will provide two through tracks for either commuter rail or intercity services.

The proposal also includes increased capacity for Chicago Union Station which serves several commuter and intercity passenger rail services. This project would include through-routing some Amtrak intercity trains and Metra commuter trains via the new subway beneath Clinton Street and would provide increased capacity by creating a new station stop beneath Clinton Street. This also would permit direct through operation of trains continuing past downtown Chicago.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	171
Long-term economic development	Total income in region	\$412,724,000,000	\$13,984,000
development	Gross Regional Product	\$626,828,000,000	\$20,685,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-2,009
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.04
Time	Average travel time in minutes, transit	58.36	-0.25
Mode share	Total trips, auto	29,222,026	1,805
Mode share	Total trips, transit	3,306,482	136
Taba basada a sasa	Average number of jobs accessible within 45 minutes by auto	831,680	-241
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,539
	Daily emissions of VOC, tons	63.554	0.018
A:1:t	Daily emissions of NOX, tons	50.937	-0.005
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,340
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	2
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	947
	boundaries		
	as % of total impacted subzones	n/a	97%
Pook poriod utilization	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost is \$2 billion.

Connectivity: Proposed facility would connect nearly all of the Metra commuter rail services – the Union Pacific, the Milwaukee District, the BNSF and the Heritage lines; other rail services such as those originating at LaSalle (RID, SWS, proposed SES) and Millenium (Metra Electric, South Shore) can be accessed by subway (Blue Line) or by proposed bus transitways.

Safety and Security: The project enhances safety by reducing pedestrian-to-rail and bus-to-rail travel trips, thereby decreasing the likelihood of congestion-related incidents. Multi-level underground facility may provide shelter and stay-in-place facilities (e.g. air raid protection).

Bicycle and pedestrian accommodations: Proposed facility will be highly accessible to pedestrians and bicyclists.

Consistency with subregional plans: The project is a key transportation recommendation for an improved West Loop district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

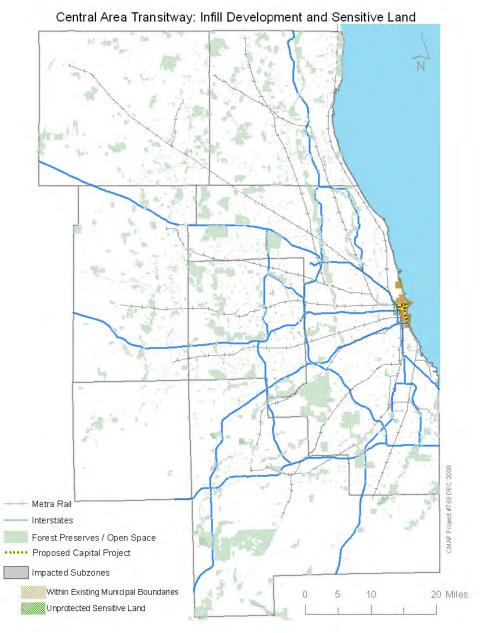
No preliminary engineering or planning activities (e.g alternatives analysis) are currently scheduled. This project has a year 2020 completion time frame.

Central Area Transitway

Project Description

The Central Area Bus Rapid Transit System consists of several components providing improved transit circulation in downtown Chicago. The project would offer priority transit service on arterial streets or dedicated rights-of-way with rapid boarding and alighting.

Project Map



Project Details and Evaluation Outcomes

The project consists of a new bus or rail system designed to circulate passengers around downtown and distribute commuters from major transit centers to destinations throughout the Central Area. Routes will connect the West Loop Area with North Michigan Avenue, the eastern Loop, Illinois Center, the Museum Campus and McCormick Place. A new east-west busway could be either at-grade or below street level. A north-south route between North Michigan Avenue and McCormick Place will use the existing Lakefront Busway. The system will include features designed to make transit reliable and attractive, including exclusive busways and priority lanes on city streets.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I am a tamas assurancia	Jobs in region	5,924,196	1,013
Long-term economic development	Total income in region	\$412,724,000,000	\$61,756,000
development	Gross Regional Product	\$626,828,000,000	\$88,919,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	81
Work Trip Commute	Average travel time in minutes, auto	33.84	0.08
Time	Average travel time in minutes, transit	58.36	-0.21
Mode share	Total trips, auto	29,222,026	-15,491
Wode share	Total trips, transit	3,306,482	16,864
	Average number of jobs accessible within 45 minutes by auto	831,680	991
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	11,395
	Daily emissions of VOC, tons	63.554	0.047
A :1: t	Daily emissions of NOX, tons	50.937	0.007
Air quality	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	21,779
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	106
	as % of total impacted subzones	n/a	98%
Dool and advition the	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated cost of the Carroll Avenue transitway portion of the project range from \$250 million to \$400 million depending on the vehicle technology selected.

Connectivity: Central Area Transitway will connect with all transit services that serve Chicago's central area.

Safety and Security: Central Area Transitway may provide redundancy (alternative route or path) in the event of incidents affecting service on other transit lines and could provide short term evacuation routing.

Bicycle and pedestrian accommodation: The line will be accessible to large number of pedestrians and bicyclists at various stops and transfer points.

Consistency with subregional plans: The Carroll Avenue portion of the Transitway project is a key transportation recommendation for an improved Near North district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

Several key initiatives are taking place now to support the Central Area Bus Rapid Transit Project. First, studies have been prepared for the Carroll Avenue transitway element of the project, along a now unused railroad right-of-way along the north side of the Chicago River Main Branch. These studies include conceptual plans and capital cost estimates. The City of Chicago plans to begin an alternatives analysis for the Carroll Avenue transitway element in 2009. The Clinton Street element of the project is under study as part of the West Loop Transportation proposal by CDOT and CTA. For this element, property rights necessary for the project are being sought as the adjacent properties are developed. Study of other element, including the extension to the Museum Campus and McCormick Place, is expected to begin in late 2009.

The overall project is viewed as having a year 2020 completion time frame.

Circle Line North

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

Project map



Circle Line North

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

Project map



Project details and evaluation outcomes

A variety of alignments are possible for the connection to the Red, Purple, and Brown Lines; a connection somewhere in the vicinity of North Avenue or Division Street is expected.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long torm aconomic	Jobs in region	5,924,196	n/a
Long-term economic development	Total income in region	\$412,724,000,000	n/a
development	Gross Regional Product	\$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	18,879
Work Trip Commute	Average travel time in minutes, auto	33.84	0.39
Time	Average travel time in minutes, transit	58.36	-0.47
Mode share	Total trips, auto	29,222,026	-14,301
Mode share	Total trips, transit	3,306,482	16,436
	Average number of jobs accessible within 45 minutes by auto	831,680	-638
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,865
	Daily emissions of VOC, tons	63.554	0.132
A :1: t	Daily emissions of NOX, tons	50.937	-0.001
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	978
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal	n/a	97
	boundaries		
	as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
-	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project is expected to provide connections between the Green, Pink, Red, Brown, and Purple Lines as well as a variety of CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

The selection of a Locally Preferred Alternative for the southern portion of the Circle Line is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx. The northern portion is considered a longer term project.

The extension would be an elevated or subway rapid transit (HRT) corridor along Lawrence from Kimball to Jefferson Park with intermediate stations at Pulaski and Elston. The proposed extension of the Brown Line would provide expedited access for O'Hare employment and air travel trips from Chicago's north side and other communities along the Brown, Yellow, Purple, and Red Lines. The extension would also serve as a link to the proposed Mid-City Transitway BRT serving the Cicero Avenue corridor thus forming a circumferential transit network serving non-CBD Chicago communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	1,213
Long-term economic development	Total income in region	\$412,724,000,000	\$63,138,000
development	Gross Regional Product	\$626,828,000,000	\$92,280,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-549
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.04
Time	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-486
Mode snare	Total trips, transit	3,306,482	418
	Average number of jobs accessible within 45 minutes by auto	831,680	5,915
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,903
	Daily emissions of VOC, tons	63.554	-0.025
A . 1.,	Daily emissions of NOX, tons	50.937	-0.027
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-11
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-18,709
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	31
	as % of total impacted subzones	n/a	100%
D 1 1 1 11 11 11	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2040. Project capital cost is estimated at \$3.7 billion (in 2009\$) with annual operating costs of \$9 million.

Connectivity: The project directly connects the Brown and Blue Lines, with a connection to the proposed Mid-City Transitway also planned. Numerous CTA bus routes would also feature improved connections due to this project.

Safety and security: Project will provide additional evacuation routes and travel alternatives in the event of an incident to I-90 or O'Hare Airport. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: none identified.

Project status

This project was identified during the Alternatives Analysis process for the Circle Line. The Brown Line extension is in an early stage of planning.

Express Airport Train Service

Project Description

Metra Rail Interstates

Forest Preserves / Open Space
Proposed Capital Project
Impacted Subzones

Within Existing Municipal Boundaries
Unprotected Sensitive Land

The proposed Express Airport Train Service will provide non-stop service along CTA's Blue and Orange Lines, providing fast, direct service between O'Hare and Midway Airports and Chicago's central business district (CBD).

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

20 Miles

The proposal includes a new downtown terminal providing passengers with boarding passes and baggage check-in. New vehicles will be specially designed for airline passengers and will feature spacious seating, business and air traveler amenities and space for carry-on luggage. The initial proposal provides express rail service between O'Hare International Airport and Midway International Airport with a single stop at a new station (Washington Intermodal Station, 108 North State Street) between the Red and Blue Lines in the Loop. The downtown station will be designed for checked baggage, airline check-in, and other airline passenger amenities, and will include pedestrian connections to the Blue and Red lines as well as the downtown underground pedestrian walkway. Station improvements at Midway and O'Hare are included in the proposal.

Several other related concepts are being discussed, specifically 1) bypass tracks; 2) a McCormick Place-based Express Service; and 3) privately operated express line operation.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I t	Jobs in region	5,924,196	880
Long-term economic development	Total income in region	\$412,724,000,000	\$49,243,000
development	Gross Regional Product	\$626,828,000,000	\$72,123,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	5,141
Work Trip Commute	Average travel time in minutes, auto	33.84	-0.02
Time	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-373
wode snare	Total trips, transit	3,306,482	1,516
	Average number of jobs accessible within 45 minutes by auto	831,680	-466
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,919
	Daily emissions of VOC, tons	63.554	0.026
A * 1**	Daily emissions of NOX, tons	50.937	0.004
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,697
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	240
	as % of total impacted subzones	n/a	98%
Deal medical officer	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost of this project is \$1.8 billion, with annual operating cost of \$15 million (Parson Brinkerhoff Business Plan).

Connectivity: Terminal at O'Hare will connect with current regular Blue Line service and proposed STAR Line and O'Hare to Schaumburg services. Downtown terminal will connected to all CTA services operating in the Central Area. Midway terminal will connect to current Orange Line service and proposed Inner Circumferential and Mid-City Transitway services.

Safety and Security: New rail capacity and operational improvements may provide redundancy for Blue and Orange lines in the event of an incident.

Bicycle and pedestrian accommodations: none specified

Consistency with subregional plans: the project is listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

No initial studies or engineering are currently scheduled. This projected is viewed as having a medium term (year 2020) completion time frame.

Schaumburg-O'Hare Transit Connection

Project description

A transit component has been proposed as part of the Elgin-O'Hare Expressway improvements. The mode (rail or BRT) and operator of this service has not yet been determined.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Currently, planning for the Elgin-O'Hare Expressway eastern improvements includes reservation of right of way for a future transit service. This project is expressed as a generic transit service that connects O'Hare's proposed western terminal to Schaumburg along the Elgin-O'Hare Expressway corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
I ama taum agan amig	Jobs in region	5,924,196	-302
Long-term economic development	Total income in region	\$412,724,000,000	(\$10,540,000)
development	Gross Regional Product	\$626,828,000,000	(\$14,762,000)
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	7,645
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.16
Mode share	Total trips, auto	29,222,026	-3,788
Wiode share	Total trips, transit	3,306,482	4,681
	Average number of jobs accessible within 45 minutes by auto	831,680	3,807
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	10,958
	Daily emissions of VOC, tons	63.554	0.029
A : 1: t	Daily emissions of NOX, tons	50.937	0.006
Air quality	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	708
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	2
preservation	as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	141
	as % of total impacted subzones	n/a	94%
Dook poriod utilization	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost is \$1,800,000,000. The project is scheduled to be completed by year 2040.

Connectivity: The project may connect with the Blue Line, "J-Line," and STAR Line, with connections also possible to the Milwaukee District-West Line.

Safety and security: Project will provide redundancy in the event of incidents along the Elgin O'Hare East Extension or I-290, as well as an evacuation route from an incident affecting either O'Hare Airport or the Woodfield commercial area. Various in-vehicle

and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The ongoing study of the Elgin-O'Hare Expressway, which included a land use and economic development component, highlighted the need for transit service in this corridor.

Project status

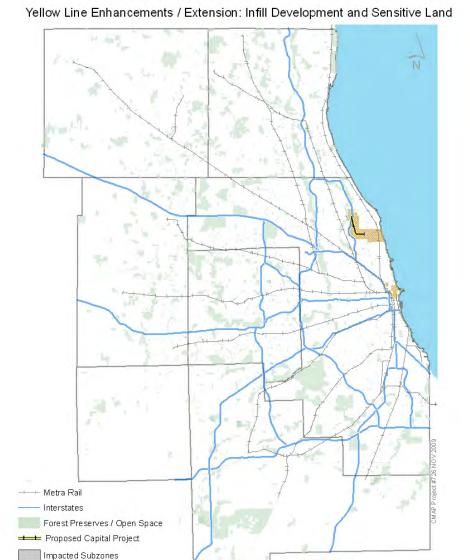
This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

Yellow Line Extension

Project description

The Yellow Line, also known as the Skokie Swift, provides service to Skokie from the Howard station, which is also served by the Red and Purple Lines. This project extends the Yellow Line to a new terminal at Old Orchard Mall.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Within Existing Municipal Boundaries
Unprotected Sensitive Land

20 Miles

The project extends the Yellow Line for an additional 1.6 miles. It would travel from its current terminus along the Union Pacific Railroad until reaching the Edens Expressway, then travel north on the east side of the expressway to Old Orchard Mall, operating on an elevated structure for its entire length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
T t	Jobs in region	5,924,196	994
Long-term economic development	Total income in region	\$412,724,000,000	\$45,843,000
development	Gross Regional Product	\$626,828,000,000	\$67,917,000
Congostion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-2,166
Work Trip Commute	Average travel time in minutes, auto	33.84	0.02
Time	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	-984
Mode snare	Total trips, transit	3,306,482	1,015
	Average number of jobs accessible within 45 minutes by auto	831,680	1,413
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,471
	Daily emissions of VOC, tons	63.554	0.005
A ! 1'(Daily emissions of NOX, tons	50.937	-0.019
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-21,019
Natural resource	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	86
	as % of total impacted subzones	n/a	97%
Deal med Local C	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost \$263 million to construct in 2009\$, or \$348 million in YOE\$. Annual operating cost is estimated at \$2.1 million in 2009\$.

Connectivity: Currently two CTA and two Pace routes serve the Dempster station, the terminal of the Yellow Line. The extension of the Yellow Line would add connections to seven additional bus routes that serve the Old Orchard Mall.

Bicycle and pedestrian accommodation: The Village of Skokie has included pedestrian accommodations to support transit service as an element in its comprehensive plan.

Consistency with subregional plans: The Village of Skokie has included the Yellow Line extension within its comprehensive plan and has done significant land use planning to support this project.

Project status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the selection of a preferred alignment that follows the UP railroad to a terminal to the east of the Edens Expressway. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/yelloweis/documents.aspx

North Red Line Improvements

Project description

The Red Line serves Chicago's lakefront neighborhoods from Howard to its current terminal at 95th Street. This project includes improvements to the Red Line between the Addison and Howard stations. Along this segment, the Red Line operates within the same right of way as the Purple Line express service, which would also be affected by this project.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Elements of the project include:

- Rehabilitation of the structure, tracks, power, and signal system to improve reliability and travel speeds.
- Station reconstruction or rehabilitation to make them accessible to persons with disabilities and expand capacity.
- Additional express service on the Purple Line south of Howard station to downtown.
- Reconfiguration of some station platforms between Howard and Belmont to allow express and local trains to serve the station.
- Improvements to bus transfer facilities and alignment of station entrances to provide convenient access to major east-west bus corridors.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Toma toma comonia	Jobs in region	5,924,196	408
Long-term economic	Total income in region	\$412,724,000,000	\$18,766,000
development	Gross Regional Product	\$626,828,000,000	\$27,721,000
Congestion	Average Speed	n/a	n/a
Congestion	Hours of congestion systemwide	3,536,881	-4,708
Work Trip Commute	Average travel time in minutes, auto	33.84	0.00
Time	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	-872
Mode share	Total trips, transit	3,306,482	1,622
Library	Average number of jobs accessible within 45 minutes by auto	831,680	147
Jobs-housing access	Average number of jobs accessible within 75 minutes by transit	1,268,062	7,674
	Daily emissions of VOC, tons	63.554	-0.007
A *1*1	Daily emissions of NOX, tons	50.937	-0.016
Air quality	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-6
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-11,653
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
preservation	as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	284
	as % of total impacted subzones	n/a	100%
D 1 1 1 11 11	One-Way Traffic Volumes	n/a	n/a
Peak period utilization	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

^{**} Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at \$2.26 billion (in 2009\$). Annual operating cost would not be increased.

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections.

Safety and security: Project will improve Red Line's capability as a travel alternative in the event of incidents affecting North Lake Shore Drive and other parallel N-S thoroughfares. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: Station area plans have been created as part of a separate initiative involving UIC, and the project seeks to encourage transit oriented development.

Project status

A vision study for this project is currently underway. Information concerning this process is online at:

http://www.transitchicago.com/news_initiatives/planning/redpurplevision.aspx. This study is expected to be completed in 2010.

CMAP's State Legislative Update February 2010

The following are transportation bills CMAP is currently monitoring.

HB2516 Short Description: COUNTY-TAX OPT OUT

House Sponsors Rep. Jack D. Franks Senate Sponsors (Sen. Pamela J. Althoff)

Last Action

ı			
	2/17/2010	Senate	Referred to Assignments

HB4626 Short Description: RAIL CORRIDOR-SPRINGFIELD

House Sponsors Rep. Michael J. Madigan

Last Action

9/30/2009	House	Assigned to Railroad Industry Committee

HB4635 Short Description: HWY CD-MOTOR FUEL TAX FUNDS

House Sponsors Rep. JoAnn D. Osmond

Last Action

2/8/2010	House	Assigned to Transportation, Regulation, Roads & Bridge	s Committee
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HB4654 Short Description: MASS TRANS-SENIOR FREE

House Sponsors Rep. Suzanne Bassi Senate Sponsors Sen. Christine Radogno

Last Action

2/25/2010	Senate	Referred to Assignments

HB4768 Short Description: TRANSPORTATION PLANNING

House Sponsors Rep. Elaine Nekritz

Last Action

1/11/2010	House	Referred to Rules Committee

HB4948 Short Description: INC TX-SAFE RIDES CHECKOFF

House Sponsors Rep. Robert W. Pritchard

Hearings

Income Tax, Subcommittee Hearing Mar 4 2010 8:05AM Capitol Building Room 122B Springfield, IL

Last Action

2/3/2010 House Ass	ssigned to Revenue & Finance Committee
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HB5446 Short Description: MUNI-CONTRACT-MASS TRANSIT

House Sponsors Rep. Al Riley

Last Action

2/5/2010 House Referred to Rules Committee

SB2479 Short Description: METRA-COMMUTER SERVICE

Senate Sponsors Sen. Kwame Raoul

Last Action

2/23/2010 Senate Postponed - <u>Transportation</u>

SB2571 Short Description: HIGH-SPEED RAIL AUTH-TECH

Senate Sponsors Sen. Martin A. Sandoval

Last Action

2/23/2010 Senate Placed on Calendar Order of 2nd Reading February 24, 2010

SB3109 Short Description: MOTOR FUEL SALE-DISABLD ASSIST

Senate Sponsors Sen. Mike Jacobs

Hearings

Consumer Protection Hearing Mar 3 2010 9:00AM Capitol 409 Springfield

SB3417 Short Description: RTA-WORKING CASH NOTES

Senate Sponsors Sen. Dan Kotowski

Last Action

2/24/2010 Senate Assigned to Executive

SB3524 Short Description: SAFE ROUTES TO SCHOOL PROGRAM

Senate Sponsors Sen. Martin A. Sandoval

Hearings

Transportation Hearing Mar 2 2010 6:00PM Capitol 400 Springfield

Last Action

2/24/2010 Senate Assigned to Transportation

SB3671 Short Description: VEH CD-ROAD CORRIDOR-HEARING

Senate Sponsors Sen. Kyle McCarter

Last Action

2/24/2010 Senate Assigned to Executive